CREAM!
RICH
RICH
CREAM.
See Advertisement Below.

The China Mail.

ESTABLISHED 1845

"NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA."
By the Rev. G. A. BUNSURY, M.A.
To be had at the China Mail Office.
Part I Revised Price 75 Cts.
" 2 " $1.—

No. 15,744. 第一千九百一十三年十月十六號 HONGKONG. THURSDAY, OCTOBER 16, 1913. 中華民國二年十月初六日發行 PRICE, $8.00 Per Month.

WATSON'S
celebrated
COLD CURE
TABLETS.

For the speedy relief of
COLD IN THE HEAD,
INFLUENZA, NEURALGIA,
&c., &c.

Most reliable and efficacious as a cure, and a sure preventive.

A. S. WATSON & Co., Ld.,
Hongkong Dispensary.

UMEMOTO.

PROFESSIONAL TATTOOER.
Orders attended to at the residence of Customers, if desired.
Finest work done by hand only.
No. 12, Queen's Road East,
Hongkong, Oct. 3, 1913. 1190

SMOKERS' GRIEVANCES.

Nails and Insects in the French Cigarettes.

The Paris correspondent of the "Daily Telegraph," writing on September 2, airs the hardships of the cigarette smoker in France. He writes:—This afternoon the tobacconists of Paris held a meeting, at which were present the officials of the State tobacco and match factories. As a matter of fact, this friendly congress is held once every three months, and, as a rule, very little is heard about it. Tobacconists and officials expose their mutual grievances and make arrangements for the next few months without taking the unfortunate consumer into consideration. But to-day's meeting marks an epoch. Of late, the customers' complaints have been so outspoken and frequent that the tobacconists, for very peace sake, if nothing else, are beginning to take notice.

For one thing, it has been almost impossible for a month past to get packets of a very popular brand in which the ends of the cigarettes are "razés," or cut. The smoker has had to put up with a horribly hirsute cigarette which leaves fragments of tobacco on his tongue if he tries to smoke it without a holder. Heaven knows why the Régie has been compelling us to consume these abominations, which must be considerably more expensive from the amount of tobacco required than their trim comrades. It appears to be just pure cussedness, for in Paris at least nine out of every ten customers prefer the latter.

This afternoon the tobacconists demanded the suppression of the hirsute cigarette. They also humbly request that smoking tobacco shall be supplied in packets up to the stated weight—one of the Régie's tricks has been to sell consistently and shamelessly underweight—and that, further, these packets shall not contain more foreign substances, such as nails, sticks, flies, and even bats, than are absolutely necessary. Another suggestion is that 2½d. packets of cigarettes shall be put on the market for small or indigent smokers, who at present must pay at least 5d. a packet or else buy their cigarettes loose.

The tobacconists also express a wish that the State will see that its consignments are delivered in the afternoon, and not, as is now the case, somewhere after midnight. They say that the delivery men are by that time so fatigued that they dump down their bags on the counter like sacks of coal, to the detriment of their fragile contents. It is hoped that this public-spirited protest will not end in smoke.

RUSSIAN SECT AND SHAVING.

SEVERE MEASURES AGAINST BEARDLESS MEMBERS.

A Reuter message from St. Petersburg says: One of the questions discussed at the Old Believers' Congress at Moscow was that of Shaving. A minority of the delegates insisted that the "most severe measures" should be adopted against those who removed their beards, as shaving was prohibited by the fathers of the Church.

The brothers Riabushinsky, of Moscow, two of the wealthiest members of the Old Believers' community, were refused admittance to the Congress because they were shaved.

The majority of the Congress adopted a resolution requiring priests to admonish during confession the beardless members of their congregations, and, in the event of such admonition not having effect, to refuse the sacrament to the blasphemers. The most moderate section of the Congress decided that they should be refused the Communion.

BUSINESS NOTICES.

CREAM!

MILKMAID THICK RICH CREAM

A Cream that can be whipped, but cannot be beaten.

It is simply PURE CREAM.

Contains NO PRESERVATIVES.

Makes splendid ICE CREAM.

Excellent with Stewed and tinned Fruits, Fruit salads etc.

Packed in 3 sizes of tins.

25 cts. per 4 oz tin
35 " " 5½ " } Nett weight
60 " " 11½ "

You can get it at:—

LANE CRAWFORD & Co. | THE FRENCH STORE.
H. RUTTONJEE & SON | THE SINCERE Co.

HOTELS

THE STATION HOTEL
NATHAN ROAD, KOWLOON.

ELECTRIC LIGHT AND FANS, BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.
PRIVATE AND PUBLIC BARS
BILLIARD ROOM.
Private Dining Room.
EXCELLENT CUISINE.
For Particulars apply to
THE MANAGER.
Tel. No. K122. Telg. Address 'Termotel.'
Hongkong, Feb. 3, 1913. 296

KING EDWARD HOTEL

Central Location.

ALL ELECTRIC TRAMS Pass Entrance. Electric Lifts, Fans and Lighting, European Baths and Sanitary Fittings. Hot and Cold Water System throughout.
Best of Food and Service.

TELEPHONE 373.
TELEGRAPHIC ADDRESS. 'VICTORIA.' R. H. NORTH, Manager.

KINGSCLERE HOTEL,
HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.
Numerous quiet Suites with luxuriously fitted Bathrooms. Telephones and Electric Fans.
Telephones in Bedrooms and Sitting-room throughout.
Telephone No. 1122.
Cable Address: 'Sachsela.'
A.B.C. Code 5th Ed.
Hongkong, September 1, 1908. 190

WYNDHAM HOTEL,

29 WYNDHAM (FLOWER) STREET.

LOCATION good for Hillside Scenery and ONLY TWO MINUTES' WALK FROM BUSINESS CENTRE.
Families, Residents and Tourists made thoroughly comfortable.
Terms Moderate.
RUN ON FIRST-CLASS LINES.
Under the Personal Supervision of the Proprietress
M. S. HUY.

BRAESIDE
PRIVATE HOTEL,

STANDING in its own grounds with Tennis and Croquet Lawns, Lawn Aviary and Well Furnished Rooms. Every home comfort. Fine View of the Harbour. Telephone No. 820.
Apply to MRS F. W. WATTS Proprietress, 20, Macdonnell Road
Hongkong, September 1 1908.

NORTH BRITISH & MERCANTILE INSURANCE CO.
IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE COMPANY, LTD.,
and
THE RAILWAY PASSENGERS ASSURANCE CO

TOTAL FUNDS AT 31ST DECEMBER, 1911, £22,561,286.

I—Authorised Capital £6,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II—Fire Funds 3,899,114
III—Life & Annuity Funds... 16,136,160
Sinking Fund Account 88,512
£22,561,286

Revenue Fire branch..... 2,567,158
" Life and Annuity Branches..... 1,973,269
Revenue Marine Department ... 262,892
Other Receipts 430,193
£5,233,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.
SHEWAN, TOMES & CO.
Agents.

CHEN KWONG & CO., LD
GENERAL IMPORT & EXPORT.
CANTON
LARGE WHOLESALE & RETAIL STORE:
FURNITURE, Draperies, Groceries, Boot and Shoes.
Makers of Jewellery, Lacquerers, Crockery Ware.
Iron-mongery, Wine and Spirits.
Foreign Clothes for gentlemen made to order by our own tailors.
Large assortment of Chinese Silks and Foreign Goods of every description.
All goods sold at reasonable Prices.
The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.
SUZ PAT POO STREET.
Tel. No. 1406. CANTON and Nos. 237, 135, Des Voeux Road and No. 120, Connaught Road Central.
Tel. No. 811. Hongkong.

SINGON & CO.
ESTABLISHED A.D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS.—Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, Hing Looe Street, (2nd Street, west of Central Market) Telephone No. 515.
Hongkong September 4, 1913.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' × 88' × 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100—Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50—Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—
JOHN I. THORNYCROFT & CO., LTD.
PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, Mr J. REID, can be seen between the hours of 11 a. m. and 12 noon at the Town Office.
BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN, AGENTS.
Telegraphic Address:—'TAIKOODOCK.' TELEPHONE No. 212.
348

SPECIAL NOTICE.

THE "PARIS TOILET," OF No. 13 QUEEN'S ROAD CENTRAL

BEG to announce to the GENERAL PUBLIC that each of its Registered Patrons who shall as from this date subscribe the monthly sum of $4.50 will be entitled to the exclusive use of the following articles in their brand new Condition, viz: Hair Brush, Hair Comb, Save, Shaving-brush, Soap, Razor, Powder Box (complete) and Antiseptic Hyalin Bloc.
Hongkong, October 8, 1913. 1219

OUR BREAD
PERFECTION.
CAKES & PASTRY
PAR EXCELLENCE
TIFFINS, DINNERS & REFRESHMENTS THE BEST.
ALEXANDRA CAFE CO.
Hongkong, April 7, 1913. 43

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.
196 J. H. TAGGART, Manager

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms. Roof Garden.
Terms:—From $5 per day Max. Telegraph Add.: 'Peacefu'.' P. O. PEUSTER, Manager.

PEAK PRIVATE HOTEL
6-7, MOUNTAIN VIEW
Best position in Colony
1,400 feet above Sea Level
Cable Tram 9 minutes.
Close to Peak Club
Magnificent View
Telephone 1485
Mrs. Ogilvie, Proprietress
Hongkong, August 18, 1913. 1008

GRAND HOTEL
NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS
CUISINE UNDER EUROPEAN SUPERVISION.
ELECTRIC LIGHT & FANS THROUGHOUT.
F. REICHMANN, Proprietor.

THE GRAND CARLTON HOTEL
An Ideal Family Hotel, where Living is a Real Pleasure.
FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT
Noted for its First-Class Cuisine and Perfection of Service.
Under the Personal Management of O. E. OWEN, Proprietor.
TELEGRAPHIC ADDRESS GRAND, Hongkong. Telephone No. 819.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.
Portland Cement
In Casks of 375 lbs. net.
In Bags of 250 lbs. net
Shewan, Tomes & Co.
GENERAL MANAGERS.

The prevalence of Malaria is now well known to be due to Mosquitoes and other similar Insects.
MOSCATINE
Prevents the bites of Mosquitoes, Sandflies etc. if Sprinkled on the exposed parts of the skin.
50 ct. $1.00 & $2.50 per bottle.
Prepared only by
THE
VICTORIA DISPENSARY,
HONGKONG.

A CHOICE SELECTION
FRY'S KING GEORGE V.
AND QUEEN MARY
CHOCOLATES.
CADBURY'S IMPERIAL CHOCOLATES
A SPECIALITY
FRESH HOME-MADE CHOCOLATES.
Weismann, Limited.
Hongkong, July 20 1912.

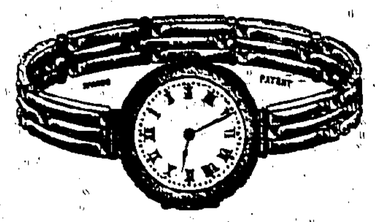
SHOPPING MADE EASY.
THE STORE FOR EVERYONE
THE QUEEN'S ROAD CENTRAL CO.
AND GENERAL MERCHANTS.
UNIVERSAL PROVIDERS.
ONE OF OUR SPECIALTIES:
HIGH CLASS TAILORS & EXPERIENCED CUTTERS.
PERFECT FIT GUARANTEED.
THE ONE PRICE STORE.
High Standard of Quality.
Cheapest Store in the East.
Queen's Road Central: The Old Supreme Court. Telephone 1150.
Hongkong, June 10, 1913. 972

TRADE MARK
THIS WEATHER
is dangerous. Take the precaution of drinking some
AQUARIUS TONIC WATER
every morning, and take Mineral Waters that are made from DISTILLED WATER only, (such as the various AQUARIUS WATERS).
CALDBECK, MACGREGOR & Co.
(Establish'd 1864.)

INTIMATIONS

G. FALCONER & CO., LTD.,

LADY'S GOLD WATCH BRACELETS IN LARGE VARIETY.



ENGLISH SILVERWARE.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., &c., OF FIFTY YEARS STANDING

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, *General Manager*,

Hongkong, August 12, 1908. 1768

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard, Sham-Sui-Po, Kowloon, Hongkong. Telephone No. K.9.
Tenders furnished on application.

WONG PING WA, *Manager*.

Hongkong, April 1, 1913. 45

DINNEFORD'S MAGNESIA

IMPORTANT NOTICE. In consequence of numerous imitations purchasers must see the name "DINNEFORD'S" on every bottle and label.

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Aperient for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

THE CHINA MAIL, LTD

UNDERTAKES . . . .

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE LISTS, ETC., ETC., ETC.

Estimates quotations from

THE CHINA MAIL OFFICE,

5, *Wyndham Street*.

European Supervision Moderate Price.

A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhœa by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared only by

J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENGLAND.

SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS



MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, YOSHINOTANI, KISHIDAKE, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA Collieries.

AGENTS for SAKITO, & OYUBARI COALS.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Kobe, Osaka, Tokyo, Yokohama, Nagoya, Shanghai, Hongkong, Hankow.

TEL. ADDRESS for above: "IWASAKI."

Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macondray & Co.

SINGAPORE: Messrs Borneo Co., Ltd.

For particulars, apply to

K. KATO,
Manager,
No. 2, PEDDER STREET,
HONGKONG.

615

THE CHINA LIGHT & POWER COMPANY LIMITED.

THE TWELFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Buildings, 6, Connaught Road, Victoria, on SATURDAY, the 18th October, 1913, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the GENERAL MANAGERS for the year ending 31st July 1913, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 15th until SATURDAY, 18th October 1913, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, Oct. 10, 1913. 1236

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the HONGKONG HOTEL Company LIMITED will be held at the premises of that Company, Pedder Street Victoria in the Colony of Hongkong, on SATURDAY, the twenty-fifth day of October 1913, at 12 o'clock noon when the sub-joined resolution will be proposed:—

"That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

10A. "The Company shall pay dividend in respect of any existing or new shares of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to second Extraordinary Meeting which will be subsequently convened.

Dated this 14 day of October 1913.

By order of the Board of Directors.

J. H. TAGGART,
Acting Secretary.

Hongkong, Oct. 15, 1913. 1247

FOR THE SUMMER MONTHS.

SPECIALITIES

CORNED OX TONGUES
CORNED BEEF
CORNED PORK
PRESSED BEEF,
GERMAN SAUSAGES

These are a few of the delicacies offered for sale by

THE DAIRY FARM CO., LTD.

66

LESSONS IN CHINESE.

MR LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write care of *China Mail* office or direct to 37, Hollywood Road, 1st floor.

Hongkong, May 17, 1912.

IF you happen to be late your meals will be Courteously and Promptly served just the Same, Only at The ALEXANDRA CAFE.

A SET OF

"Billiard Room" Pictures Free.

SMOKERS OF



"Bouton Rouge"

"Felucca"

"Specials"

"Alma Sultan"

Egyptian Cigarettes.



SAVE YOUR EMPTY TINS.

Any one returning to us empty tins that contained 200 Egyptian Cigarettes altogether of any one of the above brands will be presented with one of the amusing and clever pictures (of a set consisting of six) entitled "Billiards made Easy" by the well-known artist Tom Browne.

Two empty 100's tins or four empty 50's tins are all that is required to obtain one of these pictures.

This offer is made for a period of two or three months or until our supplies of pictures are exhausted.

BRITISH-AMERICAN TOBACCO Co., Ltd.

MESSRS. JOHN AIRD AND CO.

End of Famous Firm that Started Lagoon Dock.

The announcement was made on September 13, and duly cabled to Hongkong, that the famous firm of Messrs. John Aird and Co. would shortly cease to exist.

The first news appeared in the "Morning Post," which stated that Sir John Aird, the second baronet, who succeeded his father in 1911, had decided to give up business. Messrs. Aird have already notified the various firms with whom they have been interworking or have had business relations of the fact that they are retiring. Various contracts which they had undertaken finished last June, and between now and next March all outstanding contracts save one will be completed, and this latter will be finished in September, 1914, after which the firm will cease to exist in any form whatsoever. The offices in Queen Anne's-Gate will be given up, as will also the old Adams house which the firm have rented from the Ecclesiastical Commissioners in their yard on the south side of the Thames between Hungerford and Westminster Bridges. The firm was originally started as a contracting firm in 1848 by John Aird, a Scottish mason, who had come to London from Ross-shire many years before and settled at Bromley-by-Bow, afterwards becoming superintendent of the station of the Phœnix Gas Company at Greenwich, a position which he held for some twenty years.

THE CRYSTAL PALACE.

At the time he established his firm London and other large cities were, in a sense, recasting themselves in respect of such matters as gas and water supply, and it was the first John Aird who started to provide London with gas and water mains on a large scale. It is, however, with the second John Aird, the first baronet of the family, who died two years ago, that the principal undertakings of the firm are identified. Sir John Aird was born in 1833, and was taken into his business in 1851. The first task of young Aird was the removal of Paxton's great glass house—which his firm had erected for the 1851 Exhibition in Hyde Park—from the Park to Sydenham. The firm also constructed under his direction the reservoirs both at Hampton and Staines, the first waterworks at Amsterdam, similar work at Copenhagen and Berlin, and gasworks in Russia, France, Italy, Denmark, and Brazil.

In 1860 the firm amalgamated with Messrs Lucas, a rival firm of contractors, with the title of Lucas and Aird, and shortly afterwards began to take up railway work on a large scale, carrying out the extensions of the railway then known as the Metropolitan District and St. John's Wood Railway, the Royal Albert Docks, the East and West India Docks, the Tilbury Docks, and the extension of the West Highland Railway. They were also the contractors who completed the Manchester Ship Canal. From 1876, when the first John Aird died, the late Sir John Aird was principal partner, and in 1895 the Lucas interest disappeared, the firm becoming then John Aird and Co.

DAMMING THE NILE.

Then came the great undertaking with which the name of Aird will always be associated—the damming of the Nile. It was not easy to find a financier willing to undertake the financing of this project, the Egyptian Government not being agreeable to taking the risk themselves, but in 1898 Sir Ernest Cassel was met in Egypt and the proposal placed before him. Within two days he had arranged the terms of the financing of the undertaking, so that Messrs. Aird were able to go to the Egyptian Government with an offer to construct dams at Assouan and Assyut (Assiout) without any payment being made until the completion of the work, such payment then to be spread over a period of ten years. The work was finished by 1902, or a year less than the time allowed by the engineer, Sir Benjamin Baker. After Egypt, the Royal Edward Dock at Avonmouth was the next task for the firm, followed by the undertaking of a big dock at Singapore for the Tajong Pagar Dock Board, while at the same time they started raising the height of the Assouan dam. As to the reasons for the firm's decision to discontinue business, it may be mentioned (adds the "Morning Post") that the father of the present baronet left a fortune of over a million sterling, and also that while the risks which a contractor must take to-day are as great as ever they were, the profits are not nearly so large as they were 20 or 30 years ago.

CHINESE FURS.

TENS OF THOUSANDS OF CHINESE BUYERS IN MONGOLIA.

Mongolia is one of China's fur producing provinces, says the Peking Daily News. There are tens of thousands of Chinese fur buyers in Mongolia who send their fur to Peking or Tientsin where it is offered to foreign firms. Some of the traders act as agents for the Leipzig houses which have store-houses in Harbin. Russian merchants cannot successfully compete with the monopoly of the Chinese as buyers of Mongolian furs, and consequently less furs have been sent to Western Europe through Russia.

There are not the same facilities in Mongolia as in Manchuria for Russian merchants to compete with Chinese trades. In Manchuria, Harbin is their trading centre towards which gravitate all the products of native industry seeking a market.

The fur prices in Tientsin are always higher than those in Harbin for more expensive goods, but wolf, fox, and kolinsky furs in Tientsin are very cheap and sometimes, even cheaper than the Harbin prices.

It is a pity that most rich Chinese are content to wear furs of an ordinary quality, and that furs of high grade are exported to Western Europe.

Mrs. Rebecca Law, of Little Chesterford, Essex, celebrated her 100th birthday recently. She is in the best of health, and engages in needlework during the day time. Her husband died 55 years ago.

On the occasion, recently, of the 204th anniversary of the birth of Dr. Samuel Johnson, a laurel wreath was placed on the statue in Lichfield market square by the Mayor. Mr. John Griffiths, the American Consul General, was unanimously elected president of the Johnson Society.

A striking honour has been paid to Mr. Hamilton Fyfe's book on South Africa and Rhodesia, which is largely reprinted from the "Daily Mail." A Japanese society founded in the interests of education by the famous statesman, Count Okuma, has asked leave to have the work translated into Japanese. The "Dai Nippon Bummei Kyokwai," as this society is called, is something like the University Extension Movement in England, and it has chosen Mr. Fyfe's book for circulation among its members because it gives the best and most recent account of the countries with which it deals.

The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

Prices $1.50 and $2.50.

THEATRE ROYAL.

October 25th, 28th and 30th. Commencing at 9.15 p.m.

UNDER the distinguished Patronage of H. E. the Hon. MR. CLAUD SEVERN, the OFFICER Administering the Government, H. F. MAJOR-GENERAL F. H. KELLY, C.B., G.O.C. South China Command and Commodore Austruther, R.N., C.M.G.

THE HONGKONG MUMMERS.

IN

An Elaborate Production of Shakespeare's Irresponsible Comedy

"TWELFTH NIGHT"

(IN A NEW WAY)

In aid of the following Charities

The Diocesan Girls' School Building Fund
The Blind Home
The Y. M. C. A. Hostel
The Society of St. Vincent de Paul

First Amateur Shakespearian Production in the FAR East.

Booking at MOUTRIE'S From October 14th.

Hongkong, October 7, 1913. 1212

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY MEETING of MEMBERS will be held on WEDNESDAY, the 29th October at 12 o'clock, noon, at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annexe, Chater Road.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, Oct. 15, 1913. 1253

BON TON.

WE HAVE JUST RECEIVED A LARGE ASSORTMENT of

SATINS, VELVETS, VOILES, CREPE DE CHINES, UNIONS,

in all Colours.

Also

SERGES, ALPACAS, ALL OVER-LACES

And

TRIMMINGS of Every description for Evening Wear.

FLOWERS, GLOVES &c.

An Early Visit Earnestly Solicited.

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Exporters & Importers

General Merchants and Commission Agents,

HONGKONG, CANTON, SHANGHAI AND HANKOW.

JAPANESE MAKERS.



EVERY KIND OF Footwear MADE TO ORDER

CHERRY & CO.,

PEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 421.

Hongkong, May 5, 1910.

EUROPEAN AGENCY.

WHOLESALE buying agencies undertaken for all British and Continental goods, including

Books and Stationery,
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Commission 2½% to 5%
Trade Discounts allowed.
Special Quotations on Demand.
Sample Cases from £10 upwards.
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WILLIAM WILSON & SONS

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WANTED.

HOSPITAL NURSE, good Sailor, returning to England, would undertake the care of an invalid or Children during voyage—

Apply in first instance to

D. B.
C/o China Mail Office.

Hongkong, Oct. 10, 1913. 1233

FOR SALE.

ABOUT 500 lbs. ENGLISH TYPE Clarendon and Nonpareil (Modern), complete fount, including Italic.

In good condition. Send offers to

'TYPO,'
Care of 'CHINA MAIL' Office.

Hongkong, March 21, 1913. 401

MILNERS'

SAFES

AS SUPPLIED TO THE

PRINCIPAL BANKS

AND

BUSINESS HOUSES.

GEO P. LAMMERT.
Agent.

Hongkong, May 20, 1911 589

FOR SALE.

ONE FULL SIZE

Burroughs and Watts

BILLIARD TABLE

WITH ACCESSORIES

Apply to

GEO. P. LAMMERT.

Hongkong, June 7, 1910. 8

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes
8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.10 p.m....Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.45 a.m. to 12 Noon....Every 15 minutes.
12.00 Noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
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NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

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Surgeon Dentist.

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE

Consultation Free.

FOR a good Solid Meal go to the Table D'Hote with Wines & Liqueurs at the Ever Popular ALEXANDRA CAFE.

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General Auctioneers AND Share, Coal and General Brokers.

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Telegraphic Address: MEIRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on FRIDAY, the 17th October, 1913, at 11 a.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House St.,—

A QUANTITY OF HOUSEHOLD FURNITURE, Etc., Etc.

Removed to Sale Rooms for Convenience of Sale.

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Oct. 15, 1913. 1250

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), on FRIDAY, the 17th October, 1913, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,—

LEATHER SUIT CASES, TRAVELLING TRUNKS, HAND BAGS. Etc., Etc., Etc.

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Oct. 15, 1913. 1251

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction. (FOR ACCOUNT OF THE CONCERNED) on FRIDAY, the 17th October, 1913, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,—

A Consignment of Ladies' and Gent.'s Boots and Shoes, Suit Lengths' Corsets, Ladies' Gowns Travelling Coats, Evening Cloaks, Dressing Gowns, Blouses, Skirts, Ready made Suits Etc., Etc., Etc.

On View Thursday p.m.

TERMS:—Cash.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Oct. 10, 1913. 1229

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), on SATURDAY, the 18th Oct., 1913, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

A QUANTITY OF VALUABLE BLACKWOOD FURNITURE, Chinese Porcelains, Snuff Bottles, &c. (Full Particulars from Catalogue).

On view day of Sale.

TERMS:—As Usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, October 15, 1913. 1249

DON'T Forget after the Show, Supper and Light Refreshments. ALEXANDRA CAFE. Open Till Midnight.

FOR SALE.

FOR SALE.

VALUABLE LEASEHOLD PROPERTY.

BRITISH CONCESSION. SHAMEEN, CANTON.

TWO LOTS, Nos. 79 and 80, fronting on the CANAL ROAD, each with a frontage of ninety feet on the road, and with a depth of 140½ feet, together with the BUILDINGS erected thereon. The Lots will be sold either separately or together. This property will be put up for sale at PUBLIC AUCTION, on the premises commencing at 11.00 A.M. THURSDAY the 30th of October, 1913, if not sold privately before that date. The Undersigned reserve the right to reject all bids if no acceptable bids are offered. Parties interested may obtain particulars from

THE CHINA BAPTIST PUBLICATION SOCIETY, Tung Shan, Canton, China.

Hongkong, Sept. 23, 1913. 1149

TO LET

TO LET.

HOUSES in CAMERON and Kimberley Roads, Kowloon.

Apply to SPANISH DOMINICAN PROCURATION.

Hongkong, Oct. 15, 1913. 1246

TO LET.

NO. 2, MOUNTAIN VIEW, The Peak.

Apply LINSTEAD & DAVIS.

Hongkong, June 9, 1913. 729

TO LET

RANFURLY, No. 11, CONDUIT ROAD.

GODOWNS. 94, WANCHAI ROAD. 102, PRAYA EAST.

THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, Oct. 1, 1913. 862

TO LET.

NO. 2 MINDEN VILLAS, MODY ROAD, Kowloon, FIVE ROOMS, TENNIS COURT

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.

SHOP with Godown attached, NATHAN ROAD, Kowloon.

Kowloon Marine Lot No. 48 with Wharf.

Apply to HUMPHREY'S ESTATE & FINANCE Co., LTD.

Hongkong, Sept. 17, 1913.

TO LET.

MEIRION, Nos. 9 & 10, Peak, unfurnished. 6 Rooms. Cheap rental, from 1st December Newly Painted and Colourwashed.

'ROGATE,' Austin Road, Kowloon; unfurnished.

No. 68 Peak, MOUNT KELLETT, (Church Mission Society Bungalow) from 1st October 1913 till 30th May 1914, partly furnished, Cheap rent.

FOR SALE OR TO LET. (From 1st November 1913.)

No. 1 GOUGH HILL, No. 103 Peak. Bungalow containing Drawing, Dining and Smoking Rooms and five Bedrooms. With ground for Tennis-Court.

FOR SALE.

'HARTING and ROGATE, on part of Kowloon Inland Lot No. 1154.

LADBROOKE, No. 9, Conduit Road. Fine View of Harbour. 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, Oct. 3, 1913. 61

THE 'CHINA MAIL'

Can be obtained at the following places in Hongkong:-

The Hongkong Hotel.
The Hongkong Ferry Wharf.
The Kowloon Ferry Wharf.
The Kiosk, Blake Pier.
The Upper Peak Tram Station.
The Lower Peak Tram Station.
Leung Ming (Astor House Hotel).
Lau Pang Kee (Astor House Hotel).
Ah Choo (Queen's Road).
Wo Cheong (D'Aguilar Street).
Ruttonjee & Son (Kowloon)
Hon Cheong (Kowloon).
etc., etc., etc.

GOLF AND GOLFERS.

The Manifold Temptations of The Niblick.

Bernard Darwin in The Evening Standard, writes:—There was a time when the old-fashioned golfer saw with horror his whole series of beautifully graduated spoons and baffies being superseded by one vulgar, turf-cutting, general servant in the form of an iron. To-day something like a converse process seems to be going on, and that one iron of the Middle Ages is expanding into a series of graduated niblicks. And how different is this modern niblick from those once used by players who are not yet quite decrepit, who flatter themselves that they are not even "middle-aged gentlemen of set habits"—an unkind description I saw applied to that gallant couple who came so near to holding the Davis Cup for us at Wimbledon.

In the corner of my cupboard I can see the niblick with which, when I got beyond the stage of one universal iron club, I began my golfing life. It has a black strip of binding round the shaft which looks as if I had lost my temper and thrown it against a black-board. That, however, is not to the point: the point is the really ridiculous little head—so little that it appears impossible to hit the ball except on the socket. I doubt if I personally ever ventured to play a pitching shot off grass with it, but those who could play did really pitch sometimes with these tiny-headed and terrifying clubs. I very well remember Mr. James Cunningham some years ago showing me at St. Andrew's the place where young Tom Morris took his niblick to play a pitch. It was a spot to the left of the green near the long hole going out, a hole that in those days was approached not along the low ground to the right, where the whins then were, but from the left, via the Elysian Fields. The spectators apparently stood aghast to see this great daring even on the part of the most daring and dashing of golfers.

Now to-day everybody is approaching with a niblick that has a head about three times as big as did the old ones. Indeed, many golfers would feel quite foolhardy if they played a pitch with anything else; they would think an ordinary mashie so straight in the face as to make the risk of using it unjustifiable. I am sure the niblick does have this enervating effect on many golfers. I know I have sometimes been painfully conscious of it myself. Whenever there is anything in the way, we desire to make so absolutely safe of scooping the ball up into the air that we take the niblick, although knowing in our heart of hearts that the distance is really a little too great for the club, and that it is our obvious duty to use the mashie. This of course has two bad results—one, the direct one, is that because we force the niblick unduly we make a bad shot with it; the second, or indirect, result is that our mashie shots—and we must use a mashie sometimes—suffer from lack of firmness and confidence.

It always seems to me that the modern niblick is a dangerous and two edged weapon to put in to the hands of anyone who has not been grounded in approaching with some more exacting club. The niblick, to use an expressive word of Mrs. Joe Gargery's, "pompeys" the young golfer and makes the same seem in the beginning too easy for him. He learns to play a simple, straight-through shot, in which the ball is taken clean, and the club, by means of its much-lofted face, does all the work and hoists the ball into the air. Now, this is doubtless a successful way of wielding a niblick, but is not the right way to use iron clubs in general, as is clearly shown with the methods of all the greatest iron players, who come down on the ball and send the turf flying. The pampered young niblick player, however, is apt to apply this method to all kinds of approach shots, and as long as he does that this iron play will probably lack the firmness and crispness which is the hall-mark of "class."

There is another danger that lurks—or so, at least, I have found it—in the plan of taking the ball clean with a much-lofted club. It is all very well as long as the player's head is kept resolutely still, but if the eye goes up too soon—and the best-regulated eye must do that sooner or later—then a fearful top results. Now, the man who comes down on the ball and takes his divot may commit many crimes, but he does not often top. Even though he lifts his eye up too soon, the downward nature of his stroke generally ensures the club getting down to the ball, so that though the ball may go crooked it will yet go somewhere into the air. The man who plays the shot clean if he moves his head but a little upward hits the ball with a too rapidly rising club and scalps it horribly. If there is one fear that can paralyse one's pitching it is the fear of topping when there is a cross-bunker in the way. I speak feelingly as one who always has a difficulty in shaking off that fear, and I suspect that I am not alone among amateur golfers in their unpleasant sensations. The professional not only does not top his pitching shot, but he looks as if such an idea never entered his head. And with what a splendid firmness and confidence does he come down on that ball! And what a gift that firmness is—not, I believe, to be acquired by "pompeying" ourselves with saucerfaced niblicks.

CHILDREN'S COLDS.

WHY let the children rack their little ... in such a distressing manner when you can ... their colds with ... Chamberlain's ... Remedy. For sale by all Chemists and Storekeepers.

THE LATE PROFESSOR VAMBERY.

A FAMOUS ORIENTALIST.

As reported by Reuter at the time, the death recently occurred in Hungary, at the age of 81, of Professor Vambery, the eminent Orientalist.

The news was received in Great Britain, says a Home paper, with regret, for up to a decade ago he was foremost in the championship of British interests, as he conceived them, in Asia and the Near East. This earned for him the good will of Queen Victoria, and the friendship of the Prince of Wales, who, as King Edward VII., bestowed on him in 1902 the Commandership of the Victorian Order. The continued regard of the Royal Family for him was shown in the acceptance of the sponsorship for his grandson by King George V., then Prince of Wales.

Professor Vambery's birthday lay somewhere between the Great Cholera and the Little Cholera that ravaged Hungary in the early thirties of last century. When asked to sign Queen Victoria's Birthday Book at Windsor in 1880 he confessed his ignorance and, with the Royal permission, entered the date of March 19, 1832. "I am quite sure," he writes in his Memoirs, "that among the many guests at Windsor there was never another whom the day and year of his entry into this world were unknown."

Vambery was the son of a devout Jew. His early linguistic studies gave him a taste for Oriental literature, and after his father's death, in the early fifties, he made his way to Constantinople, where he earned a bare subsistence, reciting Turkish and Persian poems in the coffee-houses in Stamboul. His abilities and the influence of Turkish friends gained him an entrance into Ottoman society.

During his travels, disguised as a Dervish, he roved from Trebizond to Teheran, Bokhara, Samarkand, Herat, and back to Teheran, and his experiences were as perilous as would be expected in such circumstances. He reached Teheran in a starving condition. He had lived in danger of detection and death, but was protected from the risk of torture by three strychnine pills hidden in the wadding of his mantle.

His welcome in Hungary was chilly, but in England he was received warmly, and recognised as a traveller from regions then inaccessible to Europeans.

Constantly in touch with Turkey, Vambery became, in his own words, "a sort of confidant" of the ex-Sultan Abdul Hamid. He knew fifteen languages so well that he could speak any one of them as a native.

SIR IAN HAMILTON.

SUPPRESSION OF AN ABSURD POST.

The "Express" understands that the name of General Sir Ian Hamilton is being considered by the authorities for the succession to General Sir O'Moore Creagh, V.C., as Commander-in-Chief in India.

General Sir O'Moore Creagh will retire in spring, and Sir Ian Hamilton seems to be the most likely candidate for the post at the moment. His probable selection will be due principally to the fact that the Government are anxious to do away with the £10,000 a year which they are obliged to pay out for the ridiculous post of Inspector-General of the Oversea Forces, the post which both Lord Kitchener and the Duke of Connaught found it inadvisable to hold

It is probable that on Sir Ian Hamilton's appointment to India the ornamental post of Inspector-General of the Oversea Forces will be abandoned. Sir Ian Hamilton, accompanied by a general as chief of staff and one or two other officers, has been trotting about the globe looking at isolated units of the British Army, without much benefit to the service and at great expense to the nation.

Sir Ian Hamilton is sixty. He served in the Afghan war, was wounded at Majuba, took part in the Nile and Burmese expeditions, accompanied the Chitral relief force, and commanded a brigade in the Tirah campaign before he went to South Africa in 1899.

He was in Ladysmith during the siege. After a short term at the War Office he returned to South Africa as Lord Kitchener's chief of staff for the final stages of the campaign.

Sir Ian Hamilton was in Hongkong last year on a tour of inspection.

"NUN" MILLINERY.

Daring Demureness the New Vogue.

"If the milliner is to be obeyed, the women who have for so long been trying to rival a wild Indian chieftain will now take a nun for their model, in the matter of headgear at any rate," says Lady Duff-Gordon, in an article in the "American."

"But it will be a nun with a difference—for daring instead of demure is this close framing of the face and hair, and in place of fair white brow there is a banding of shimmering silver lace, bordered with a line of light and diamonds.

"Of course, only the woman—or, in fact, the girl—with a perfectly oval face should adventure upon its close silhouetting in this way, but, granted the beauty of the wearer, the provocative allurement of the headdress is undeniable—and delightful.

"It is easy to imagine, too, how wonderful and all-black 'nun' headdress would look on a Madonna-faced girl, exquisitely fair of skin and with dead gold hair. Altogether there are distinct and decorative possibilities in the new creation of sensation."

THE LATE COUNT NOGI.

Mr. Sanjin Murano, a millionaire and business magnate of Kobe, has decided to retire from business to pass his remaining days in the temple he will build as a memorial to General Count Nogi (the Japan ... reports). He has also offered his fortune, Y.1,000,000, for founding ... school. His intention was announced on the anniversary day of General Count and Countess Nogi's death ... Y.100,000. Mr. Murano will build ... in Fushimi, near ... mausoleum ... General Count Nogi ... he will pass his last days ... [illegible]

GEO. P. LAMMERT

AUCTIONEER.

SHARE & GENERAL BROKER.

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction on FRIDAY, the 17th October, 1913, commencing at 11 a.m. at his Sales Rooms, Duddell Street,—

A LARGE QUANTITY OF MANILA CIGARS COMPRISING.
480 boxes Jockey Club.
60 ,, Americans.
430 ,, Invencibles.

TERMS:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, Oct. 14, 1913. 1245

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 18th October 1913, commencing at 11 a.m. at his Sales Rooms, DUDDELL STREET.

A CHOICE SELECTION OF HIGH CLASS ENGLISH AND SCOTCH TWEED SUIT LENGTHS AND OVERCOATINGS OF THE LATEST DESIGNS

Suitable for Autumn and Winter wear.

N.B. The above have been specially selected and no two pieces are alike.

On view from Friday the 17th.

TERMS:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, Oct. 11, 1913. 1238

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on SATURDAY, the 18th October, 1913, commencing at 12 o'clock Noon at his Sales Rooms, DUDDELL ROAD,—

ONE FULL SIZE ENGLISH BILLIARD TABLE BY JOHN ROBERTS IN FIRST CLASS CONDITION WITH IVORY AND CRYSTALLITE BALLS AND ROBERTS CUES (to be sold Separately).

BILLIARD ROOM SEATS ELECTRICAL CHANDELIER, Etc., Etc.

Also 1 FRENCH CAROM TABLE.

On view from Wednesday the 15th.

Terms:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, Oct 11, 1913. 1239

FOR SALE.

A Consignment of SLAZENGER'S TENNIS RACKETS made for 1913 Season, in various weights and qualities.

Also SLAZENGER'S 1913 TENNIS BALLS.

For further particulars Apply to GEO. P. LAMMERT.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

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THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN.

$5.50 per Annum delivered in Hongkong. $12.50 to all Coast Ports.

5, WELLINGTON STREET, HONGKONG.

IF you have lost your appetite, one of the big Variety of dainty dishes at the ALEXANDRA CAFE is Sure to tempt you.

MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS A Speciality.

NOTE ADDRESS. ICE HOUSE HONGKONG.

THE CHINA MAIL COMBINED COLOURED TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoons during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 cents

From the CHINA MAIL Office.

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	Mr J. Merecki
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	Mrs J. D. F. Mülder
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LAWN TENNIS.

Gentral Ignorance of the Rules.

Remarkable Instances.

Ich Dien in the "Express," says:—The case of a correspondent who in a moment of regrettable irritation hurled his racquet at a ball, with the astounding result that the latter was sent over the net, has drawn a deluge of letters from vigilant readers, all pointing out that this remarkable and unlikely incident has been completely provided for. The secretary of the Cricklewood Lawn Tennis Club writes that the first of the addenda issued by the Council of the Lawn Tennis Association to the laws of the game is worded as follows:—"If a player throws his racquet at the ball and so returns the ball into the proper court, he loses the stroke." Many other correspondents write to the same effect. All this only shows the prescience of the Lawn Tennis Association, for it must indeed be a far-sighted body which provides for the utterly unlikely in this way. I have only to say that I quite overlooked this ruling, and can merely plead mea culpa which, of course, is is not necessary to explain to the true lawn tennis enthusiast means "my fault."

The general ignorance of the rules of lawn tennis is, indeed, remarkable. An example in point is the rule that provides that, even if a ball is going yards out of court and touches one of the players, the stroke counts against the person it has touched. Nine out of ten ordinary club players are not aware of this. They imagine that, if they are standing outside the court when the ball strikes them, it is out. This, of course, is not so. Rule 20 says, "Either player loses a stroke if the ball in play touch him on anything that he wears or carries, except his racquet in the act of striking . . . . no matter whether he is standing within the precincts of the court, or outside them." The look on the face of a player against whom a stroke is claimed under such circumstances is usually a combination of outraged innocence and speechless wrath.

WRONGFULLY STOPPING BALLS.

A practice prevalent in most clubs is the very natural one of stopping with the racquet a ball that is obviously going out. This is also, of course, right against the rules, and if a claim is made the award has to be against the person who stops the ball. In most cases where such a thing happens, the ball is so obviously going out that a claim is never made, but it is much wiser to let the ball go, under all circumstances. Sometimes it is a most question whether a ball will drop inside or outside the line, and for a person to anticipate what it will do and assert that it would have gone outside, frequently leads to friction and unpleasantness, and subsequently imports into the game a spirit of recrimination which spoils everything. Never mind how obviously the ball is going out—leave it alone and let it drop, and then there can be no possible question about it. This is especially wise in the case of comparative strangers. Some people—and who shall blame them?—prefer to play the strict rules of the game, and if everybody went on the same lines, then, at least, every one would know where they were. Slack interpretations of rules frequently lead to trouble.

I inspired a men's double once. "A and B were playing C and D. A made a terrific drive and hit C, who was standing more than a yard out of court, on the foot. A promptly claimed the point, and, of course, I had to give it to them. C and D looked particularly sick, as in this particular club it was not considered the thing to claim the point under such circumstances. Their opportunity, however, was not long in coming. C made a terrific drive. B, who was standing well out of court, brought off a brilliant overhead catch by jumping several feet in the air. C and D promptly claimed the point, and I derived a certain amount of pleasure in letting them have it. Ladies are undoubtedly the worst offenders in this respect. "But I was yards outside when the ball hit me," and "It would have hit the fence if I hadn't stopped it," are frequent remarks when some brutal male, who plays the strict rules of the game and insists upon every one else doing so, attempts ruthlessly to carry out the rules. It is not really unsportsmanlike to insist upon the letter of the law in lawn tennis. Rules are rules, and if every one played on that understanding there is no injustice. The trouble is that so few people really know the rules.

OBSERVING RULE 31.

For instance, in probably the majority of clubs, it is the custom in a double for the partners to change courts for receiving the service, after they have served themselves. Taking A and B as partners, and C and D. After A has served, he receives in the right-hand court. After B has served, he takes the right hand and his partner goes to the left. Now this is all against the rules. This point is governed by Rule 31, which says: "The players shall take the service alternately throughout each game; no player shall receive or return a service delivered to his partner; and the order of service and of striking out, once arranged, shall not be altered; nor shall the striker-out change courts to receive the service before the end of the set." I was present once at a match between two clubs where one pair appealed against their opponents changing courts to receive the service, and the umpire declined to interfere, stating that he knew of no rule against it!

"The most credulous man I ever met in all my days," was one who, having actually heard of a kid indue a stranger friend by the promise of the promised

THE POSSIBILITIES OF CANADA.

Capital Wanted in the West.

"Although the tide of immigration increases in Western Canada there have arisen several questions in the mind of the would-be immigrant as to whether or not he should go to Western Canada at the present time.

Persons in the old country have heard stories of the financial depression in the West, and for the most part they are at a loss to find the reason. At the present moment there is a certain attitude of distrust towards Western Canada on the part of the British immigrant. But, worse than that, there would seem to be ascertain want of reciprocity, as far as English capital and Western Canada are concerned. Some people who have not made a success of life in Canada have come back to England and told miserable tales. Unfit for the country—or, for the matter of that, unfitted for any country—because, at first sight they did not find Western Canada as pleasing as they hoped, they therefore at once forsook it and fled. Undoubtedly a very large amount of the trouble which has been experienced by most of the cities of Western Canada has been occasioned and brought about by Englishmen who, expecting that they had found a new land with new opportunities, more advantages, and a greater scope, have conceived that the West opens up to them opportunities they have not been able to attain in the old land.

But the inaduptibility or otherwise of the average Englishman without capital who arrives in Western Canada is entirely beside the question. There is, without a doubt, a certain attitude of suspicion with regard to Western Canadian securities which is by no means wanting. Western Canada is suffering from a loss, or, rather, a temporary withdrawal of British capital, which has been occasioned by many factors over which the West had no control whatever. Stories have been heard, tales have been told, letters have been written back to England, Scotland, and Ireland, stating that there is at the present moment not enough work for skilled labour. These communications have told their tale.

THE COUNTRY'S EXTRAORDINARY DEVELOPMENT.

The extraordinary development of the Western country, the excessive increase of population, the almost momentary demand for modern conveniences for the establishing of up-to-date cities, has occasioned an over-increasing demand for capital. What the West needs is capital. Owing to the lamentable activities of real estate agents, who, fearing for nobody except themselves, have put upon the market lots and sub-divisions, some of them miles away from the eventual precincts of the town or the city to which they should appertain, a certain amount of suspicion has been aroused.

Western Canada is suffering, no more, and no less than the rest of the world, from the financial stringency which has taken place owing to the Balkan war and the so-called German scare. To an English reader it is hard to explain that, when a city like Vancouver, the population of which was only 8,000 fifteen years ago, and the population of which is in the neighbourhood of 175,000, has needs and necessities which must be met. It is this question of the development of the West which it is almost impossible for people from the British Isles to understand unless they visit it. There is no need—there never has been any need—for any scare of any sort. Canada, Western Canada, is encumbered by the vastness of her own resources. She is overwhelmed by the immensity of her territory, which is undeveloped.

THE EYES OF THE WORLD ON THE WEST.

The eyes of the world have been upon the last great West for many years, and owing to this circumstance the last great West is in the limelight to a very great extent. It is almost superfluous to say that never in the world's history has any country advanced so rapidly as Canada; and, therefore, it is obvious that a country which increases as Canada does, by leaps and bounds—a country whose population is doubling, trebling, and quadrupling—year by year, must, of necessity, incur obligations. These obligations have to be met, and rejoicing in her strength, and knowing as she does that her security is "sans peur et reproche," she naturally has no hesitation in calling upon all the nations of the world to help her. She welcomes all nations of the world with open arms. Poles, Scandinavians, English, Irishmen, Scotsmen, Ruthenians, Russians, Slavs, Hindoos, Japanese, Chinese—any person from anywhere who can, in the expressive phraseology of the West, "make good," can become a Canadian.

Of recent years, following the example of the United States, Canada has adopted a law whereby she exercises a certain amount of supervision over the people who come into her country. But this is entirely beside the point. The essence of the matter lies in this: there are faults on both sides. Owing to the fact that capital, meaning British capital, has been hard to obtain throughout the entire world, Canada has not been able to acquire what is undoubtedly her share of the capital she has hitherto received from Great Britain. With her immense resources, her wonderful amount of undeveloped area, and her extravagant possibilities, Western Canada is as she should be, almost indifferent. Western Canada knows she has done no wrong. Western Canada knows she possesses within herself the means whereby she will in no time pay off every cent that she owes, and therefore she has little or no fear of the future.—"Birmingham Post."

Commander Evans has arranged to address the Boy Scouts in the Central Hall, Westminster, on Wednesday, October 29, and Tuesday, October 28, and Wednesday, October 29, for December 29.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, October 9th, 1913.
At 100 cents per Dollar Mexican.

Butcher Meat.

			cts.
Beef Sirloin & Prime Cut—Mai Lung Pa		lb	18
" Corned—Ham Ngau Yuk	...	"	18
" Rosa,—Shiu " "	... ...	"	18
" Breast,—Ngau Lam	... ...	"	12
" Soup,—Tong Yuk "	... ...	"	15
" Steak,—Ngau Yuk Pa	... ...	"	18
" Sirloin Cotom—Ngau Lau		"	22
" Sausages,—Ngau Chaung	... ...	"	20
Bullock's Brains—" Know	..	per set	10
" Tongue fresh,—Ngau Li		each	15
" corned—Ham Ngau Li	..	"	55
" Head,—Ngau Tau	... ...	"	60
" Heart,—Ngau Sum	...	"	12
" Hump, Salt—Ngau Kin	...	"	15
" " Salt "	...	"	18
" Feet,—Ngau Kark	...	each	8
" Kidneys,—Ngau Yiu	...	"	9
" Tail—Ngau Mei	...	"	18
" Liver,—Ngau Kon	...	"	12
" Tripe (undressed)—Ngau To		lb	6
Calve Head & Feet—Ngau-chai-tau-kark,		set	41
Mutton Chop,—Yeung Pei Kwat	...	lb	25
" Leg,—Yeung Pei	... ...	"	25
" Shoulder,—Yeung Shau	...	"	22
Pigs' Chitlings—Chu Chong	... ...	"	27
" Brains—Chu Know	...	per set	2
" Feet,—Chu Kark	... ...	lb	12
" Chu Chak	... ...	"	3
" Head,—Chu Tau	... ...	"	18
" Heart,—Chu Sum	... ...	"	10
" Kidneys,—Chu Yiu	... ...	"	8
" Liver,—Chu Con	... ...	"	24
Pork, Chop,—Chu Pai Kwat	... ...	"	25
" Leg,—Chu Pei	... ...	"	27
" Fat or Lard,—Chu Yau	...		14
" Chu Trap Pig's Fry	... ...		30
Sheeps' Head and Feet,—Yeung Tau Kark		set	65
" Heart,—Yeung Sam	... ...	each	7
" Kidneys,—Yeung Yiu	... ...	"	9
" Liver,—Yeung Con	... ...	lb	25
Sucking Pigs, To Order—Chu a	... ...	"	22
Suet, Beef—Sang Ngau Yau	... ...	"	18
" Mutton,—Sang Yeung Yau	... ...	"	25
Veal,—Ngau Chai Yuk	... ...	"	18
" Sausages,—Ngau Chai Chaung	...	"	—

Poultry.

			cts.
Chicken,—Kai Chai	... ...		30
Capons, Large, " Small,—Sin Kai	...		28
Ducks,—Ap	... ...	"	24
Doves,—Pan Kau	... ...	"	—
Eggs, Hen—Kai Tan	...	per doz.	20
Fowls, Canton,—Kai	... ...	lb	33
" Hainan,—Hoi Nam	...	"	28
Geese,—Ngot Kai	...	"	30
Geese, Wild Shai,—Shang-hei Yea Ngot		pair	—
Musk Deer,—Wong Kong	...	each	—
Hare, Shanghai,—Tu Chai	...		—
Partridge,—Che Khoo	... ...	"	70
Pheasant,—Shan Kai	... ...	pair	$1.50
Pigeons, Canton.—Pak Kap	...	each	30
" Hoikow,—Hoi How Pak Kap		"	22
Quail,—Um-Chun	...		24
Rice Birds,—Wo Ya Cheut		dozen	70
Snipe,—Sa Choy	... ...	each	22
Turkeys Cock—Phoi Kai Kung	...	lb.	60
" Hen. " "	...	"	50
Wild Ducks, Shai,—Shang-hei Sui Ap		"	—
Teal,—Sui Ap Chai,	...		70
Wild Ducks Canton—Sang-Shing Sui Ap			$1.20

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		cts.
Barbel,—Ka Yu	... ...	8
Bream,—Bin Yu	... ...	18
Canton Fresh Water Fish,—Hoi Sin Yu		18
Carp,—Li Yu	... ...	22
Catfish,—Chik Yu	... ...	20
Codfish,—Mun Yu	... ...	17
Crabs—Hoi	... ...	20
Cuttle Fish,—Muk Yu	... ...	15
Dab,—Sa Mang Yu	... ...	16
Dace,—Wong Mei Lun	... ...	12
Dog Fish—Tit Tu Sa	... ...	8
Eels, Conger,—Hoi Mann	...	16
" Fresh water,—Tam Shi Yu	...	18
" Yellow,—Wong Sin	...	25
Frogs,—Tien Kai	...	32
Garoupa,—Sek Pan	... ...	56
Gudgeon,—Pak Kup Yu	...	12
Herrings,—Tso Pak	... ...	20
Halibut,—Cheung Kwan Kap	...	28
Labrus,—Wong Ya Yu	... ...	20
Loach,—Wu Yu	... ...	28
Lobsters,—Lung Ha	... ...	30
Mackerel,—Chi Yu	... ...	24
Mouk Fish,—Yeung Ya	...	28
Mullet,—Chai Yu	...	22
Oysters,—Sam Co	... ...	22
Parrotfish,—Kai Shui Yu		16
Perch,—Tan Lou	...	16
Pike,—Ya Paw Pung	...	8
Plaice,—Pan Yu	... ...	22
Pomfret, Black,—Hak Chong		24
Pomfret, White,—Pak Chong		32
Prawns,—Ming-a	...	40
Rock Fish,—Sai Yan Yu	...	8
Roach Fish,—Fai Sa Yu	...	8
Salmon,—Ma Yau Yu	... ...	32
Shark,—Sa Yu	... ...	9
Skate,—Po Yu	... ...	10
Shrimps,—Ha	... ...	20
Snapper,—Lap Yu	... ...	28
Soles,—Tat Sa Yu	... ...	16
Tench,—Wan Yu	... ...	20
Turbot,—Cho How Yu	... ...	20
Turtles, small, fresh water,—Fork Yu		58
White Bait,—Ngau Yu Chai	...	

Fruits.

			cts.
Almonds,—Hung Yan	... ...		30
Apples (California)—Kam San Ping Kho		"	20
" (Chefoo)—Tin Chun Ping Kho		"	—
" Small,—Hoi Tong	... ...	"	—
" Custard,—Nan Lai Chi	...	"	—
Bananas, fragrant, Canton,—Sao Sam Heung Chiu	... ...	"	3
Bananas, (brides) Macao,—Sai Heung Chiu		"	3
Chestnuts, Chinese,—Fung Lut	...	"	12
Carambola,—Yeung Tse	... ...	"	12
Cocoanuts,—Yeh Tse	... ...	each	12
Lemons, China,—Ning Moong	...	lbs.	6
" America.—Kum-sam Ning Moong		"	8
Lichees Dried,—Lai Chi, small Stone		lb	30
" Fresh—	... ...	"	—
Limes, (Saigon)—Sai Kung Ning Moong		each	—
Mango, Manila,—Lin Sung Mong	... ...	"	—
Mangosteens,—San Chuk Tse	... ...	lbs	—
Oranges, (Canton)—San-shing Tim Chung		lb	6
Oranges Sweet	... ...	"	8
Pears, (American),—Kam San Shoot Li		"	—
" (Canton), Cooking,—Sa Lay	...	"	15
Peanuts,—Fa Sang	... ...	"	10
Persimmons Large,—Hung Chue	...	"	10
Pine-apples, 1st quality,—Poon Li Paw Law		each	—
" 2nd " —Chung-tang Paw Law		"	—
Plantain,—Tai Cheu	... ...	lb	8
Plums,—Swatow, Hung-Lai	... ...	"	—
Pumelo, Siam,—Chim Lo Yau	...	each	14
" Shanghai,—Lo Kwat	...	"	—
Walnuts,—Hup Tao	... ...	lbs	15
" Green, " Hup Tao	...	"	—
Water Melon,—Kom San Sai Kwa		each	—
" (China) Sai Kwa	...	"	—
Grapes,—Sang Po Tai Tse	... ...	lb	20

Vegetables &c.

			cts.
Artichokes, Shanghai,—Sheung-hoi Ah Chi Cheuk	... ...	lb	—
Beans, (French), Macao,—Oh Moon Pin Tau		"	—
" (French), Shanghai,—Sheung Hai Pin Tau	... ...	"	15
" Sprout,—Ah Cho	... ...	"	8
" Long,—Tau Ko	... ...	"	8
Beet Root,—Hung Chui Tau	...	cati	6
Brinjals, Green,—Chung Kuai	...	"	6
" Red,—Hung Ker	... ...	"	6
Cabbage, Chinese, com,—Kai Choy		"	12
Cabbage Red,—Hung Yea Choy	...	"	—
Cabbage, Shanghai,—Yeh Choi	...	"	12
Cane Shoots, bunch,—Kam Shun	...	lb	—
Cauliflower, Large size—Tai Yeh Choi Fa		each	—
" Medium size,—Chung Yeh Choi		"	—
" Small size,—Sai Yeh Choi Fa		"	—
Carrots,—Kam Shun	... ...	lb	6
Celery, Chinese,—Tong Kan Choi	...	"	8
" Enr ish,—Yeung	" "	"	—
Chillies Dried, Gon Lat Chiu	...	"	30
" Red,—Hung Lat "	...	"	15
" Green,—Chung La Chiu	...	"	12
Curry Stuff, English,—Kai-Lee-Chi-Fun			12
Cucumbers,—Chang Kwa	...	"	10
Bitter Squash,—Fu Kwa	...	"	8
Garlic,—Que Tau	...	"	8
Ginger, young,—Sin Tse Keung		"	6
" old,—Lo Keung	...	"	8
Horse Radish, Shai, Lik Yeh	...	"	15
Indian Corn,—Sun Mai	...	each	—
Lettuce,—Yeung Sang Choi	...	"	1
Water Chestnuts,—Ma Tai	...	lb	6
" Mandarin,—Kwai Luan Ma Tai		"	8
Mushrooms, Fresh,—Sang Ooo Koo		"	30
Musk Melon, Amer.—Kam-san Hong Kwa		each	—
Okroes,	... ...	lb	15
Onions, Bombay,—Yeung Chong Tau		"	8
" Green,—Sang Chong	...	"	6
" Shanghai,—Shang-hoi Chong Tau		"	6
Papaw, 1st qual,—Tai Mei Sze Kua		each	15
" 2nd "		"	8
Parsley,—Kun Chai	... ...	"	8
Green Peas,—Ching Tau	...	"	—
Potato, Sweet,—Fan Shu	...	lb	3
" Shanghai,—Shang-hoi Shu Yu		"	3
" Japan,—Yut Poon-Shu Tse	...	"	—
" American,—Fa K	"	"	8
" Foochow,—Fook-ch'ow Shu Tse		"	—
Pumpkin,—Tong Kwa	... ...	"	4
Radish,—Hang Lo Pak Tau	...	"	8
Rhubarb (Fresh),—Tai Wan	...	"	8
Sage,—Tai So	... ...	"	—
Shallots,—Gon Chai Tau	...	"	8
Spinach,—Yin Ca	... ...	"	5
Tomatoes,—Fan Ke	...	"	8
Taro,—Wu Tau	... ...	"	8
Turnips, Pekin, (Long),—Lo Pak		"	5
" English,—Yeung Lo Pak		"	—
Vegetable Marrow,—Chit Kwa	...	"	8
" (Am.),—Kam-san Chit Kwa		"	—
Water Cress,—Tai Yeung Choi		"	12
Lily root,—Lin Ngau	...	"	8
Yams,—Ta Shu	...	"	8

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THE EGOTIST.

Egotism, it has been often pointed out, is not the same as selfishness. A man may be thoroughly selfish, yet not an egotist; and an egotist may behave most unselfishly—indeed, he may exhibit all the virtues; yet, because he is an egotist, his virtues will be acknowledged grudgingly, and no one will like him for them. Again, a man may be very much interested in himself without being an egotist. Pepys has been called an egotist, but unjustly; for his interest in himself was only part of his interest in everything else. Indeed, a man who is intensely interested in everything must be interested in himself, as being that part of reality which he knows most intimately, and which therefore surprises him most. But the true egotist, says The Times, is not intensely interested in anything, not even in himself. If he were, he would make himself interesting to others, as Pepys does: and that is what he never succeeds in doing. It is the mark of the egotist that we cannot bring ourselves to be interested in anything that he says or does, unless, indeed, like Meredith, we study him pathologically as an egotist. Other men whatever their defects, have the spontaneity and the surprises of nature; but whatever an egotist says or does seems to be mechanical and expected. There is no novelty in our experience of him; and we feel that he has never known any novelty in his own experience of life. Everything that happens to him is dulled by his own preconceptions; and everything he does is in accordance with his own notion of himself, which is too firmly established in his mind to be shaken by anything outside him. He does not grow like the rest of us; and, though time and circumstance may damage him, they do not mould him. We know that, if we meet him again after a long absence, he may be more worn, but he will not be otherwise changed; and we shall have a curious feeling, as he talks, that he is drawing us back into his own little world, utterly cut off from the great world of reality, in which he has stayed ever since we saw him last.

It is this that makes him so depressing: for he has the power, while we are with him, of confining us in that little world of which he himself is the centre, and of making us feel that we only exist because of our relation to him. He has this power because he himself conceives of the whole universe, and all that is in it, as existing only in relation to himself. He may be sincerely anxious to behave well to the universe; but even while he behaves admirably to it, he does so for the good of his own soul, not from the love of anything outside him. Indeed, he is not enough aware of the reality of anything outside him to love it. We can only love those people or things of whose independent reality we are keenly aware, and whatever we love for its relation to ourselves we love with self-love. But, for the egotist, he himself is the only complete reality, and other things only acquire reality from their relation to him. This is not a metaphysical position with him, but a disease; for, whatever tests of reality metaphysicians may devise, there is no doubt that we are most healthy in mind and body when we are most conscious of the independent reality of others. Indeed, with every disease of body and mind, our sense of that independent reality is weakened, and we tend to see the world outside us only in relation to the painful reality of ourselves. In perfect health that reality ceases to be painful, and we are no more aware of it than of other realities. We fall into our place in the universe and perform our part in a relation which is not made by the supremacy of our own selves.

For the egotist all relations are made by the supremacy of his own self. It is not necessarily that he thinks himself better than other men or that he is determined to impose his will upon them. It is simply that they do not exist for him as he exists for himself. He is alone in the universe; for he cannot find companions of his own reality, and for that reason he is often uneasily concerned with the relation between himself and others. He may have a very exacting sense of duty, and set himself tasks of beneficence for which no one is grateful just because they are tasks set for the good of his own soul. In these tasks he seems to do no good either to his own soul or to any one else; for he performs them without understanding or joy, as if he were a dog trained to do tricks. The nearest he can ever come to joy is in self-satisfaction, which is a very poor substitute for it; for when we feel joy we are not satisfied with ourself but in love with the universe. Therefore we need not envy the egotist his self-satisfaction, and we need not even resent it. Our natural impulse is to take him and shake him out of it; to explain to him, with all the force of language at our command, that we exist just as much as he does and are not dependents upon his superior reality. But that very desire to assert ourselves proves that we, too, are not quite free of egotism. If we were, we should only pity his disease. Indeed, we do pity it in its extremes, when it becomes madness, for then its nature is plain to every one and every one forgives its unpleasant results. But all egotism is disease in that it consists of a want of normal apprehension which may increase until the sufferer from it is unfit for freedom. It is a want, not so easily defined as a want of hearing or sight, but none the less real: and we all suffer from it more or less, just as none of us has perfect sight or hearing. There are times when the reality of others grows faint to us, compared with the exorbitant reality of ourselves, and when we therefore become unpleasant both to others and to ourselves. The egotist is always in this state, and he is so used to it that he often ceases to be unpleasant to himself. It is as unkind to grudge him this poor consolation as it would be to grudge their consolations to the deaf and blind.

FASHIONS IN SMILES.

This is the heyday of the twisted smile. Unless you can smile crookedly, you are lost. Time was when a "bitter" smile might finely "wreathe your lips," and all be well. There were also the "cynical," "quiet," "gentle," "excited," "faint," "grim," and "ghastly" varieties, formerly regarded as effective. But the latest note from Paris is the "crooked," or "wry," smile. Except your heroine wear it, she might as well wear nothing.

Illustrators, it must be admitted, are still afraid of the new fashion. A virgin field, indeed, awaits the bold artist who will attempt its portrayal. But it must come. The very best literary modistes have adopted the "crooked" smile, to the exclusion of all others.

It is, to begin with, the hall-mark of a perfect lady. Since the days of Van Bibber and The Girl, we have had no more ladylike characters than those of Julian Street. So, when we read in "McClure's" for August, "Then with a rather crooked little smile, Mrs. Bailey asked," we sigh with satisfetion, just as when we inspect pictures of Newport ladies. That's what they're wearing this season," "a rather crooked little smile."

The "crooked smile" is effective in many modes. It may be touched up with irony, paradox, or fatalism. Suffrage leaders are wearing it this season, when dismissing their forlorn suitors. Thus the militant discarded the man in Miss Alice Brown's story, in the August "Atlantic": "She smiled, a little wry, old smile." What could a mere Man do against a "wry smile"? Especially when the "wry" was a "little old"?

All the men are mad over the new style. Ever since sentimental Tommy noticed Grizel's crooked smile, the male idiots have been daft over it. Mrs. Gerould sets us right about this, in the September "Harper's": "She smiled her sweet, crooked smile, that came out so well in life, and so badly in photographs." And again: "She smiled for the first time as she said it—her crooked smile, that we had all so liked from the beginning."

The girls like it equally well. Samuel Hopkins Adams's hero, in the August "Everybody's," knew this: "The firm mouth smiled a little awry and unfailingly won her response."

The "crooked smile" is also cynical, and they're all wearing cynicism now. It's the new colour. Thus Mr. E. W. Hornung, in the same copy of "Everybody's": "'A new religion, in which you'll never believe any more,' said Dollar, with a wry smile."

One can use the crooked smile for emphasis, too; for the faint flavour of suggestion so necessary now. Thus, to quote Mrs. Gerould again: "'Sydney, you see'—her crooked smile accentuated the words—'will let me off, on one condition.'"

Some of the modes are, of course, extreme, and hard to imitate. Authors themselves are often not quite sure it is a smile. This makes it all the more distingue. "Some spasm of expression, that was intended for a smile."

Mr. Hugh Johnson in the September "Century" is responsible for the above mode. Corra Harris, in the August "Harper's," is equally striking: "A slow, crawling worm of wit, showing slyly in his eyes."

The "crooked smile," however, is undoubtedly most effective when trimmed with introspection and a little spice of morbidity. This style is adapted from the Russian ballet, which, "McClure's" tells us, is the one great dramatic influence of our time. It is interesting to trace its influence on the smile of heroines. Fannie Stearns Davis, in the June "Atlantic," has best achieved the mode; and, not to weary you, her words shall close our illustrations: "In her heart she would whisper, even while the swift, crooked smile danced across her lips, 'O God, make me remember!'"

These snapshots, taken from the very latest cry in story-forms, prove the popularity of the "wry," or "crooked," style of wearing one's lips. One may see everywhere heroines at practice under the dictate of Fashion, and yet, one may ask, why the "crooked" smile? Are our modern heroines too fond of bitter and forbidden fruit? Is it the Cult of the Ugly that has set this form? Or is the microbe of crookedness in the air, affecting politics, railway signals, and smiles?—"The Nation" (New York).

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Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Prichard	Shanghai
Britomart	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Shanghai
Cadmus	sloop	1070	6	1400	Commr. H. P. E. T. Williams	Shanghai
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	sloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Fame	torpedo boat destroyer	380	6	5700	—	Hongkong
Flora	cruiser, 2nd cla	4360	10	7000	Capt. C. F. Corbett, M.V.O.	Shanghai
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. M. R. Hill	Hongkong
Kinsha	river gunboat	616	4	1200	Lt.-Comdr. H. D. Marryat	Yangtsze
Merlin	sloop	1040	—	—	Capt. F. C. C. Pasco	Labuan
Minotaur *	cruiser, 1st class	14,600	—	27,000	Capt. E. H. Kiddle	Cruising
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. E. H. F. Bartlelot	Hongkong
Moorhen	river gunboat	180	2	800	Lt.-Com. Alan Dixon	Canton
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Cruising
Nightingale	river gunboat	85	2	240	Lieut.-Com. Malcolm Murray	Yangtsze River
Otter	torpedo boat destroyer	350	6	6300	Lt.-Comdr. R. Wilkinson	Hongkong
Ribble	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Cruising
Rosario	depot ship, submarines	980	—	1400	Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. Nash	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. Hutton	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtsze River
Taku	torpedo boat destroyer	350	6	6500	Gunner W. H. Ryder	Hongkong
Tamar	receiving ship	1356	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtsze River
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Hongkong
Usk	torpedo-boat destroyer	590	—	7500	Lt.-Comdr. Maxwell	Cruising
Virago	torpedo boat destroyer	355	6	6300	Lieut.-Com. Boddam-Whetham	Cruising
Welland	torpedo-boat destroyer	590	—	7500	Comdr. Seymour	Cruising
Whiting	torpedo boat destroyer	360	6	5900	Lt.-Comdr. R. Neville	Cruising
Widgeon	river gunboat	195	2	800	Lt.-Com. J. C. F. Borrett	Upper Yangtsze River
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtsze River
Woodlark	river gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtsze River
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGillewie	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gaimes	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	West River
.036	torpedo boat	—	—	—	Lt. Comdr. Stileman	Hongkong
.037	torpedo boat	—	—	—	Lt. Comdr. Nicol	Hongkong
.058	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

* Flagship of Vice-Admiral T. H. M. Jerram, C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Rig and description.	Tons	Guns.	H.P.	Captains.	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovitz	Foochow
Kaisar Franz Joseph I	Austro-Hungarian cruiser	4000			Capt. H. Nauta	Shanghai
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Davelny	Hongkong
Kleber	French armoured cruiser	9700	12	19,600	Capt. Gouts	Hongkong
Decidée	French gunboat	845	10	1000	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	French gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutemps	Tchong-Kiang

† Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.

Lynx	French sub-marine	—	—	—	Lieut. Boluix	Saigon
Protee	French sub-marine	—	—	—	———	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	303	Lieut. Aurillac	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mousquet	French destroyer	307	6	300	———	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon

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Emden	German cruiser	3600	22	13,500	Capt v. Restorff	Swatow
Gneisenau	German armoured cruiser	11,600	36	26,000	Captain Bromingham	Tsingtau
Iltis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsingtau
Leipzig	German cruiser	3250	24	11,000	Capt Bohncke	Tsingtau
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tsingtau
Nürnburg	German cruiser	3400	22	13,200	Capt. Mörsberger	Hongkong
Otter	German river gunboat	—	—	—	Capt. Lieut. Firle	Yangtsze River
Scharnhorst	German flagship	11,600	36	26,000	Capt. Rösing	Tsingtau
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Berrenbory	Tsingtau
Taku	German torpedo-boat	280	4	6000	Obit. z. S. Claassen	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Röcker	Tsingtau
Tsingtau	German river gunboat	223	4	1300	Capt. Lt. Frhr. Speth v. Schulsburg	Canton
Vaterland	German river gunboat	223	4	500	Obit. z. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Picenardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain José de Carvalho Crato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A 2	U. S. submarine				Ensign C. McC. Murray	Cavite
A-4	"				Lieut. E. D. McWhorter	Cavite
A-5	"				Ensign J. C. Van de Carr	Cavite
A-7	"				Ensign C. M. Yates	Cavite
Albany	U. S. protected cruiser	3430	10	7500	Com. M. L. Bristol	Cruising
Bainbridge	U.S. torpedo-boat destroyer	420	7	8000	Ensign H. A. Jones	Cavite
Barry	U.S. torpedo-boat destroyer	420	7	8000	Lieut. R. Hill	Cavite
Callao	U. S. gunboat	243	6	250	Ensign W. L. Heiberg	Canton
Chauncey	U.S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Cavite
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Cruising
Dale	U.S. torpedo-boat destroyer	420	7	8000	Lieut. C. A. Woodruff	Cavite
Decatur	U.S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green	Cavite
El Cano	U. S. gunboat	620	4	600	Lt. Comdr. S. Gannon	Shanghai
Helena	U. S. gunboat	1392	8	1368	Comdr. G. R. Marvell	Shanghai
Mohican	U. S. station ship	1900	6	1100	Lieut. R. V. Lowe	Cavite
Monadnock	U. S. monitor	3990	6	3000	Lt. E. P. Sears	Olongapo
Monterey	U. S. monitor	4084	4	5277	Commander J. V. Chase	Olongapo
Pampanga	U. S. gunboat	243	8	—	Lieut. B. B Taylor	Cavite
Piscataqua	U. S. sea going tug	854	2	1600	Lieut. S. W. Wallace	Canton
Pompey	U. S. Repair ship	3085	—	—	Lieut. W. O. Wallace	Cavite
Quiros	U. S. gunboat	250	2	208	Lieut. J. J. Hannigan	Shanghai
Rainbow	U. S. cruiser	4360	14	1800	Lt. Comdr. D. W. Wurtzbaugh	Swatow
Samar	U. S. gunboat	243	8	250	Lt. G. C. Dickman	Shanghai
* Saratoga	U. S. armored cruiser	8115	14	17,401	Comdr. H. A. Wiley	Swatow
Vicksburg	U. S. gunboat	370	2	208	Lieut. R. Durr	Shanghai
Wilmington	U.S. gunboat	1397	8	1894	Comdr. J. F. Hubbard	Hongkong
Yosemite	U. S. tug	462	—	650	Chief Boatsn. P. E. Redding	Olongapo

* U.S.S. Saratoga Flagship of Rear-Admiral R. F. Nicholson, Commander-in-chief, United States Asiatic Fleet.

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54A, QUEEN'S ROAD, HONGKONG

Hongkong, July 22, 1912. 213

BIRTH.

THOMPSON.—On Saturday, October 11, at 5A North Soochow Road, Shanghai, to Mr. and Mrs. J. THOMPSON, a daughter.

DEATH.

KREMER.—On September 10, at Wuchow, (West River), Mrs J. B. KREMER, wife of the late Captain Kremer, chef de la Garde Municipale de la Concession Francaise de Shanghai.

MEMO. FOR TO-MORROW.

11 a.m.—Auction of Manila Cigars at Mr. Geo. P. Lammert's Sales Rooms.

2.30 p.m.—Auction of Sundries at Messrs. Hughes and Hough's Sales Rooms.

General Memoranda.

SATURDAY, October 18:—

Noon—China Light & Power Co. Ltd., Annual Meeting.

11 a.m.—Auction of Suit Lengths &c. at Mr. Geo. P. Lammert's Sales Rooms.

Noon.—Auction of Billiard Table &c. at Mr. Geo. P. Lammert's Sales Rooms.

2.30 p.m. — Ministering Childrens League, Grand Bazaar.

SATURDAY, October 25:—

Noon.—Hongkong Hotel Co., Extraordinary General Meeting.

SAT., TUES. & THURS., Oct. 25, 28, & 30:—

9.15 p.m. — Entertainment "Twelfth Night" at the Theatre Royal.

The China Mail

HONGKONG, THURSDAY, OCT. 16, 1913.

GERMAN SEA POWER.

In the September issue of the "Fortnightly Review" a well-known writer on naval affairs, whose identity is concealed under the pseudonym of "Excubitor," broaches the remarkable theory that the relative naval strength of Germany is rapidly declining, and that during the era of Dreadnoughts Great Britain has built to a far greater superiority over that Power than she did during the preceding era of naval construction. Naturally this argument has been eagerly appropriated by the party which sets what it is pleased to call economy above the future safety of the Empire, and it therefore becomes a duty to point out a few of the glaring errors of fact upon which "Excubitor" rears his fantastic structure. What is the evidence of the official returns? The pre-Dreadnought era may be said to have ended with the launch of the Dreadnought early in 1906, and at that date we had 269 completed battleships, small cruisers, and destroyers to Germany's 84, omitting all vessels launched more than fifteen years. Taking ships of the same classes and within the same age limit, it will be found that at the present moment the British total is 238 against Germany's 189. At the end of the pre-Dreadnought era British British naval strength in these classes stood to Germany's in the proportion of 320 to 100; at the present moment the ratio is 126 to 100. Yet we are told in all seriousness that since the building of the Dreadnought our superiority over Germany has steadily increased!

It is true that the writer gives figures to support his contention; but they are entirely misleading. For example, he asserts that between 1899 and 1905 Germany "laid down 15 battleships—pre-Dreadnoughts—to 16 built by Great Britain," and, starting from this premise, he has no difficulty whatever in showing that we have done much better since. The facts are, however, that while Germany did lay down 15 battleships in this period Great Britain laid down 22, apart from the Dreadnought itself, so that here at once is an error approaching 50 per cent. in a statement upon which a great deal of the argument depends. If the writer had taken armoured ships of all classes as the basis of his comparison he would have found that while Great Britain laid down 54 armoured ships (including the Dreadnought) to Germany's 21 between 1899 and 1905, we have, since 1905, laid down or provided for 41 (including three Dominion ships) to Germany's 27. So far from having improved our position we have, therefore, fallen from a ratio of new construction of 257 to 100, to one of 152 to 100. Several other vital mis-statements figure in the article. The writer declares that during the period 1899-1908 the British margin in battleships over Germany amounted to 16.6 per cent. only, whereas in those ten years we completed 35 of these vessels to Germany's 20—a margin of 75 per cent.

Both Great Britain and Germany are about to pass three new Dreadnoughts into fleet service, and the British Empire will then have a total of 27 completed Dreadnoughts against Germany's 17, and we shall not be within three ships of the 50 per cent. margin which Mr. Churchill declared to be necessary in home waters. As regards the future, the facts are well known. In the spring of 1915 we shall have 31 Dreadnoughts in home waters (including Gibraltar) to Germany's 23, while in the Mediterranean there will be four British battle cruisers against a total of ten Italian and Austrian Dreadnoughts, each of these carrying at least 50 per cent. more guns than the British ships. It is upon such facts as these that criticisms of the Government's naval policy are based. There are five distinct standards to which the Government is verbally pledged. These are: (1) The 60 per cent. Dreadnought standard over Germany; (2) the extension of this margin as the value of our pre-Dreadnought superiority declines; (3) the maintenance in full commission in home waters of three Dreadnoughts to every two of Germany; (4) the maintenance of a "respectable" (one-Power) fleet in the Mediterranean; and (5) the provision by the spring of 1916 of six ships for the "whole-world defence" of the Empire. Not one of these standards, or pledges, or whatever they may be called, has been carried out, although many of them have been stated again and again to be absolutely and urgently necessary for "the adequate defence of the Empire. This being the case, it is a matter of comparatively small importance whether the relative naval strength of Germany has advanced or retrogressed during the last few years—although, as the facts conclusively show, it has advanced at a very rapid rate indeed. The most casual consideration of the position as regards Germany, not to speak of the new Italian and Austrian programmes, shows the time has clearly not arrived when we can afford to relax our energies, or to comfort ourselves with the reflection—unwarranted by the facts—that German sea power is declining. The most pressing need of the moment is to induce the Government to maintain its own standards. Until that is done it is unprofitable to argue whether in the first place they were adequate, or whether, if they were adequate, subsequent developments abroad have made a revision necessary in the interest of Imperial safety.

SOCIAL AND PERSONAL.

Mr. Millard, Managing Editor of the "China Press," Shanghai, is staying in the Colony.

Lieut. Edye, Cornwall Light Infantry, has been appointed Aide-de-Camp to Major-General Kelly, C.B., commanding the troops in South China.

A Chinese student at St. Stephen's College reports to the West Point police that while playing on the playground, he lost a double-cased gold watch valued at $70.

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprains, lameness, cramps of the muscles, bruises and like injuries as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Storekeepers.

NEWS OF THE DAY.

H.M.S. Yarmouth sailed last evening for Shanghai.

The U. S. S. Callao arrived from Canton and the German gunboat Tsingtau came in last evening.

The Chinese Y.M.C.A. fund to provide a site for a new headquarters building reached $37,742 yesterday; the day's contributions amounted to $3,361.

Mr. J. A. Hayes, the well-known Shanghai jockey, broke his collarbone in a race on the Kiang-wan course last week. His mount was also injured and had to be shot.

The total output of the Kailan Mining Administration's mines for the week ending September 27 amounted to 39,698.66 tons and the sales during the period to 41,346 24 tons.

A Chinese foreman at Wanchai Gap has reported to the police that some person went into his matshed and stole a bag containing a watch and clothing, and $5 in money—the property being valued altogether at $21.

The Cherniavsky Trio, Leo, Jan and Mischel, were appearing at the Palladium in London at one of the National League Sunday Concerts on the second Sunday in September, this was announced at their last appearance before their Eastern Tour.

A small fire broke out in a cook house at 345, Queen's Road West, yesterday. Some shavings became ignited by sparks from the fire, but the outbreak was extinguished by the police before any serious damage was done.

A coolie boat owner was fined $25, with the alternative of six weeks' hard labour, at the Marine Court to-day for carrying forty passengers in excess of his licenced number, 39. P. C. Williams' attention was attracted to the boat by its overloaded appearance, it being very deep in the water.

Messrs G. Pearcy (president) T. Fuller (hon. secretary and treasurer) C. A. Ross and I. T. Longstaff are the officers elected for the Y.M.C.A., chess club this season. Practice games will be played on Tuesday next at 5 p.m. and 9 p.m., and on the following Tuesday the team matches will commence.

The Jade, a new coasting steamer built to the order of Mr. Roque for traffic in the Tonkin Gulf, will be launched at Kowloon Dock on the 30th inst. Her length over all is 166 ft., breadth 27 ft., and her total deadweight capacity is 350 tons. The speed will be 9½ knots, and she is built to Class I Bureau Veritas rules.

The Y.M.C.A. Literary and Debating Society has recommenced its activities. The debates this year will take the regular debating society form instead of being conducted on Parliamentary lines as last season, and will be held every Monday evening at nine p.m. There will be no subscription for Association members. Messrs H. Sykes (president) C. H. Hickling (vice-president) H. Manuk (hon. secretary) are the officers.

At mid day yesterday Inspector McHardy and a party of police executed a gambling warrant at a house at Bay View and arrested twenty-four men who were engaged in a game of fan-tan. A Chinese detective told Mr. Hazeland at the Magistracy to-day that the house was quite open, and anyone could go in and play. The first two defendants were charged with keeping the house for gambling purposes, and they were fined $100 each or two months. The others, who admitted gambling, were fined $3 each, or seven days' imprisonment. Inspector McHardy said that the place was a proper gambling den for Chinese employees of Messrs. Watson's and the Asiatic Petroleum Company.

Those who recollect the great Cricket Fortnight at Singapore at Christmas, 1890, when Hongkong, Ceylon, Straits, and Singapore teams took part, will remember that the Ceylon team was captained by that sterling cricketer, Mr. George Vanderspar, himself at that time by no means a chicken. Just the other day a match took place at Colombo between a Civil Service eleven and Mr. George Vanderspar's team, the latter winning easily by 314 to their opponents' 95. Mr. Vanderspar made 26, which was at any rate better than any individual score on the opposing side. That is good going for a veteran, and it must be remembered this is 23 years after his captaining Ceylon at Singapore. George must be, this time, be about—but hush, his Colombo lady friends would never believe it.—Singapore Free Press.

DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of diphtheria in the neighborhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also cleanses the culture beds, which form in a child's throat when it has a cold, and minimizes the risk of contracting infectious diseases. For sale by all Chemists and Storekeepers.

POLICE RECREATION CLUB.

ANNUAL MEETING.

The annual meeting of the Hongkong Police Recreation Club was held yesterday afternoon at the Club, at Happy Valley, when Chief Inspector Gourlay presided over a good attendance of members, Messrs. P. P. J. Wodehouse, D.S.P., and T. King, A.S.P., also being present.

The finances of the Club were stated to be in a satisfactory condition, and the accounts, together with the report, were passed.

Mr. McI. Messer, Captain Superintendent of Police, was invited to become President in the place of Mr. F. J. Badeley, late Captain Superintendent. Messrs. Wodehouse and King were re-elected Vice-Presidents.

Mr. King was elected captain of the Police Club; and the League Cricket Eleven is to be captained by Sergt. Kent. P.C. Swann was elected captain of the Football team.

Inspector Withers was elected again for the position of Secretary of the Club, with Sergt. Kent as Treasurer.

It was stated that the membership of the Club now totals 102, out of the European force of 170 members.

Votes of thanks were cordially passed to the retiring officers for their valuable services.

DEATH OF MR. STEELE.

Mr. John Steele, who for the past two years has been on the Taikoo Sugar Refinery staff, passed away at the Government Civil Hospital yesterday, after three weeks' illness, from pneumonia. The funeral took place at the Protestant cemetery yesterday. The Rev. J. Kirk Maconachie read the service, there being a large gathering of sympathisers including many members of the Refinery staffs. Mr Steele, who was thirty-one years old, was married and has three children at Home. He was a native of Greenock, Scotland.

ARTFUL DODGES OF SMUGGLERS.

ARRESTS IN HONGKONG.

Sergt. Pincott arrested two men on board the s.s. Empress of India yesterday for being in unlawful possession of a Winchester rifle, an automatic pistol, 800 rounds of ammunition and 400 caps. The arms and ammunition were concealed in the false bottom of a box. The ammunition was covered with raisins in a fancy box. At the Magistracy this morning the men were fined $250 each, or three months imprisonment.

In another case which came before Mr. Wood a Chinese was charged with being in unlawful possession of 595 taels of prepared opium. The "dope" was found secreted in two earthenware jars, and in a large tin, which the defendant was carrying along the Praya at Tsim Tas Tsui. The tin was covered over on top by cooked food-stuff. The defendant in this case was fined $2,000 or six months imprisonment.

CORRESPONDENCE.

THE TRAMWAY SERVICE.

(To the Editor of the "CHINA MAIL.")

Sir,—Some time ago I wrote a letter to the "China Mail" drawing attention to the inefficient morning tram service to town from Wanchai. Often one had to wait while one or two trams went by, as the front portions (first class) were full. There was an improvement for a time for the Company put on double deck cars between 8-40 and 9 o'clock. But now things have gone back, and are as bad as ever. Only this morning I, in common with about a dozen other people, had to choose between riding in to town with a crowd of coolies or waiting for another car. Two cars passed me this morning the first class compartments of which were full. The consequence was that I, with my fellow Wanchai complainers, had to wait, and arrived at business about twenty minutes late.

Then again, the service up and down at tiffin-time is inadequate, and I often have to stand in the car, or wait in angry frame of mind for the next car. People who pay the high price of $10 a month for a season ticket have a right, surely, to expect that they shall be given a decent tram service in return. The above are not only the opinions of myself, but merely the voicing of continual complaints that I hear.

Trusting that this letter will have the the desired effect—if only for another month or two.

I am, etc.

WANCHAI.

For the third time recently a large number of young trees on Sir Walter Gilboy's estate, Thorley Park, Bishop's Stortford, have been cut down or badly hacked. A reward of £50 is now offered.

SUNSHINE AND COMMON SENSE.

DON'T doctor your blood for rheumatism. Use an external application of Chamberlain's Pain Balm. In a few days it will get you up and out into the sunshine, then nature will restore the rich red blood to your veins and so rid the system of this troublesome disease. For sale by all Chemists and Storekeepers.

THE PHILHARMONIC SOCIETY.

The annual meeting of the Philharmonic Society was held last evening at the City Hall, H.E. Mr. Claud Severn presiding over a small attendance of members.

The annual report, presented by the hon. secretary, Mr. Geoffrey S. Archbutt, was as follows:—The membership of the society is rather larger than that of last season and numbers 136. The committee regret that for a variety of reasons it was found impracticable to give two concerts during the season. The society, however, has reason to congratulate itself on the concert given as being one of the most successful and popular that has yet taken place. The programme consisted of the concert version of Edward German's opera "Merrie England," and was given in the Theatre Royal on February 8th, 1913, before a crowded house by a chorus and orchestra of eighty performers under the conductorship of Mr. Denman Fuller who was also responsible for the orchestration. The committee desire to express their thanks to all those members who took part in this concert and particularly to Mrs. Cask, Mrs. Goldsmith, Mrs. Hunter, Mrs. Lamb, Mrs. Platt, Mrs. Robertson, Miss White, Mr. F. A. Biden, Mr. E. Bullock, Mr. W. W. Cawsey, Mr. G. P. Lammert, Mr. R. Peyton-Griffith, Mr. R. E. White and Mr. J. W. White, all of whom rendered valuable assistance as soloists, and to Mrs. R. H. Cousins for her excellent work as the accompanist of the society. On her departure for England, the committee, on behalf of the members, presented Mrs. R. H. Cousins with a silver bowl as a small recognition of the assistance she has rendered the Society as a pianist since her association with it in 1909. The committee regret losing the services of Mr. Marshall Wood, who has been hon. secretary for the last two seasons, on his departure for Canton; his place has been filled by Mr. G. S. Archbutt. The duties of treasurer have been carried on for the season by Mr. E. A. G. May. The committee wish to thank the conductor, the hon. treasurer, and the hon. secretary for their untiring efforts in carrying on the work of the society during the past season, also Mr. C. T. Beath for kindly auditing the accounts. The society is to be congratulated on carrying forward a balance of $699.59 to season 1913-1914.

The Chairman expressed his keen sense of the honour accorded him by the society in asking him to preside at their annual meeting, in the unavoidable absence of Sir Henry May. He knew it was a matter of great regret to Sir Henry that he should be away from the Colony at the time of the society's annual meeting. Although it was two years since he (the Hon. Mr. Severn) arrived in the Colony, he had as yet been unable, much to his regret, to take any active part in the affairs of the society. He also much regretted that when they performed the "Merrie England" he was away from the Colony. Although the second concert was not held last season, all would agree that the season was a great success. He noticed from the report that the membership had increased, and he thought that although several valuable members of the society had left, there was every prospect of a successful season ahead of them. There was one point he wished to insist upon most strongly—a point which he noticed Sir Henry referred to last year—and that was the absolute necessity of regular attendance by the members at rehearsals. He had been a member of various philharmonic and similar societies and choirs for the past 25 years, and he knew how extraordinarily disheartening and discouraging it was to the conductor if the members not only failed to turn up to time, but attended irregularly. From his experience, it was generally the absentees who possessed the loudest and most insistent voices. (Laughter.) If the members attended regularly and punctually, it would greatly alleviate the anxieties of the conductor, and would, he was sure, help to maintain the high position the society claimed in the musical life in Hongkong.

The report and accounts were adopted.

Mr. Denman Fuller said he was greatly encouraged by the success which attended the production of "Merrie England" last year, and he announced that for the next concert, to be held towards the end of January, a work by himself for piano and orchestra, a selection from Faust, four national songs, with a second part consisting of the concert version of "Les Cloches des Corneville" had been chosen.

Votes of thanks were passed to the officers, to Mr. Beath, the auditor, and to His Excellency for presiding.

Mr. G. S. Archbutt was re-elected hon. secretary, Mr. J. H. Bullock was appointed hon. treasurer, and Messrs. F. Austin, E. J. Chapman, H. F. Hickman, E. Ralphs, A. S. Tuxford, E. A. Gilmay, J. W. White, and J. A. Young were elected as the Committee.

GIRL REVOLUTIONIST IN JAPAN.

Among the first class passengers who arrived recently on board the Amakusa Maru from Dairen was one who passed as a youth of sixteen. Upon examination it was discovered that this passenger was a girl, named Lu Won-yu, from Kiangsu who, it is stated, played a prominent part during the Revolution of 1911. It is said that she has gone to Japan on behalf of the Chinese Woman's Franchise Association for the purpose of agitating among prominent people there with a view to obtaining their assistance in favour of votes for women.

THE FORTHCOMING BALL.

The practice dances for the forthcoming St. Andrews Ball will be held in the City Hall on Mondays, 10th, 17th and 24th November.

The ball will be held on Friday, the 28th November.

SPORTING.

Association Football.

HONGKONG POLICE v. H.M.S TAMAR RESERVES.

These teams were opposed yesterday at the Happy Valley in quest of Second Division United Services League points.

Teams—Hongkong Police—Swann; J. Clarke, Care; Knight, Kelly, Drury Grimmett, Reynolds, Booker, A. Clarke, Wilson.

H.M.S. Tamar Reserves—Dugdale; Spilline, Clements; Cauldwell, McLean, Baird; McDonald, Palmer, Rawlins, Martin, Kerswell.

Referee, Col. Sergt. Blake.

After an opening bout by the sailors' forwards, the hefty policemen were soon on the track for goals. A pass from Wilson gave A. Clarke an opening but he was wide of the target. Then the Police goal had a narrow escape. McLean worked the ball up to his forwards for Palmer to try his ability as a marksman. Swann intended to save in the coolest possible manner with the result that the ball passed from his hands on to the bar and rebounded to Rawlins whose shot hit the post, Swann being helpless. A centre from McDonald, assisted by a miskick by A. Clarke, gave Rawlins another chance. This time there was no mistake, the ball being forced hard off Swann into the net. The sailors were defending when the pressure was averted by a free kick but this led to their undoing. Clements kicked weakly and A. Clarke shot straight for goal, and to the sailors' dismay, Dugdale pulled the ball down into the net. In another burst by the sailors, Rawlins gave Martin an opening and the navy men were again in front. Half-time score:—H.M.S. Tamar Reserves, 2; Hongkong Police, 1.

The Police restarted and in a most determined manner. They were now the better team and after a few preliminary efforts, hesitation on the part of the sailors backs allowed Gremmett to go through at a rare pace and when in front of the custodian he banged it into the net for the equaliser. Cave was the best Police defender, but he was lucky to stop Martin when a further goal looked almost certain. Near the finish Reynolds had a chance a few yards from the goal but the blazed away and the chance was lost. The sailors made a good effort but Rawlins made a weak shot and Clarke cleared a dangerous free. The Police were near the sailors goal when the whistle sounded for time with the result:—

H.M.S. Tamar Reserves, 2; Hongkong Police, 2.

Hongkong Cricket Club.

The following will represent the Club, in a friendly match with Kowloon Cricket Club at Kowloon, next Saturday, play to commence at 2.15 p.m.—T. H. Pearce, (Capt.) R. N. Anderson, C. H. Buckingham, A. A. Claxton, P. H. Cobb, D. E. Donnelly, A. L. Gace, M. M. Mass, S. S. Moore, G. Norrington, and A. N. Other.

GOLF IN BANGKOK.

Eighteen Hole Course to Cost Tcs. 30,000.

The rapidly increasing number of players at the Sports Club has rendered it necessary to extend the present course.

A plan has been drawn up by the Green Committee of the Golf Section of the Sports Club, which not only provides for an 18 hole course, but also permits of a short 9 hole approaching and putting course.

The ground outside the race-course rails, extending from the Gun Club iron screens to the new tennis courts, is not made use of except for the 4th tee, which remains as at present, but the coolie lines would have to be removed from their present site.

Another feature of the proposed plan is that the additional holes, while being made, will in no way interfere with play over the present nine holes.

The question of cost has not yet been fully gone into, but it is roughly estimated at Tcs. 30,000.

This would allow of the 18 holes being available for play on 1st May, 1914.

Additional bunkers and other improvements to the existing 9 holes, it is estimated, would cost another Tcs. 5,000.

SHARP REBUK TO A GERMAN GENERAL.

An inspired telegram to the "Koelnische Zeitung" on the 10th ult. administered a sharp rebuke to the well-known military writer, General von Bernhardi, for his article in the "Post" on the future Anglo-German war, which, he says, "must come sooner or later."

In this article General von Bernhardi quotes an Irish Nationalist writer in the "Irish Review" as evidence that Germany can count upon allies in the British camp itself. The telegram to the "Koelnische Zeitung" says: "British opinion will credit the leaders of German foreign policy with much knowledge of conditions in Ireland to estimate correctly the value of the article expressed by the Irish writer. . . . As to General von Bernhardi's view that war must come sooner or later, it is unwarranted to argue on that. Germany will continue to pursue the path of settling outside points of difference with Great Britain by agreement, and in the event of the great mass of her population, which utterly rejects the idea of war and conquest against Great Britain, are behind the Government."

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE CARDIFF COLLIERY DISASTER.

Heroic Rescue Work.

TWENTY MEN FOUND ALIVE

LONDON, Oct. 16.

A Cardiff telegram states that the rescuers worked in a most heroic manner during the evening. It was announced at midnight that the fire was being mastered. Twenty men were found alive behind a fallen roof.

THE FIRE EXTINGUISHED.

394 STILL MISSING.

The fire has been extinguished, and renewed desperate efforts at rescue were made. Huge falls, however, further bar the way. The present position is that 26 are dead and 394 missing.

ALL HOPE ABANDONED

THE FIRE RE-BLAZING.

Another telegram states that forty bodies have been recovered.

The rescuers have seen "heaps of bodies."

The fire is re-blazing, and all hope has been abandoned.

THE HOME SECRETARY.

Mr. McKenna, the Home Secretary, has gone to the mine.

GREEKS AND TURKS ENGAGE IN "SANGUINARY FIGHT."

LONDON, Oct. 16.

A Vienna message states that the "Subslaviache Korrespondenz" publishes a telegram from Salonika stating that a sanguinary fight has taken place between Greek and Turkish troops near Xanthi. The Greeks drove back the Turks and occupied Kojumkaui.

THE DARDANELLES CLOSED.

A telegram from Constantinople states that the Government, fearing a sudden Greek raid, has decided to close the Dardanelles, except for two hours daily. It is believed that an expulsion of Greek subjects from Constantinople is contemplated in the event of further provocation of the Greek Government Press.

UNITED STATES AND MEXICO.

LONDON, Oct. 16.

A telegram from Washington states that in view of the practical dictatorship of President Huerta, the United States have formally notified Mexico that they will not recognise the elections of October 28th as constitutional.

DUBLIN INDUSTRIAL CRISIS.

EMPLOYERS STILL FIRM.

LONDON, Oct. 15.

The Dublin employers, in reply to Sir George Askwith's Report, refuse to recognise the Men's Union until it is properly re-organised in view of the non-observance of agreements.

A TWENTY-FOUR HOURS' AEROPLANE FLIGHT.

LONDON, Oct. 15.

At Muelhausen, Herr Stoeffler completed in 24 hours a flight at 2,220 kilometres, thus creating a record.

THE LATE HERR DIESEL

LIABILITIES: "HALF A MILLION MARKS."

LONDON, Oct. 15.

A telegram from Munich states that at a meeting of the creditors of Herr Diesel, the well known inventor, who mysteriously disappeared from a steamer conveying him from Germany to England, it was stated that the deceased's liabilities amounted to half a million marks. There were no assets, except furniture and his residence.

The Chairman said that the inventor's financial collapse was due to speculation in land and house property.

AMERICAN STOREKEEPER'S ART COLLECTION.

VALUED AT £3,000,000.

LONDON, Oct. 15.

A telegram from New York states that a storekeeper named Benjamin Altman has bequeathed to the Metropolitan Museum an art collection valued at £3,000,000.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE ATLANTIC DISASTER.

FURTHER DETAILS.

LONDON, Oct. 16.

A telegram from New York states that Captain Inch of the Volturno has given a story by wireless telegraphy of the disaster. He states that the watch below was burned to death after a series of explosions in the forecastle. Boats were swung out, and two were smashed; while a third boat lowered into the water with cabin passengers was capsized. It afterwards righted, and some of the crew re-entered it. The steerage passengers were got off safely, but the fifth boat was caught under the stern and wrecked. They ceased getting boats out after communicating with the Carmania and the flames were apparently subdued. Subsequently the fire got worse and spread aft, but it was kept from the passengers, who were quiet all night while Captain Inch and the crew worked during the night in making rafts in case the fire broke out aft. When the passengers disembarked in the morning, the strictest order was maintained. There was no panic.

BRITISH ROYAL WEDDING.

A BRILLIANT ASSEMBLAGE.

LONDON, Oct. 16.

The wedding of Prince Arthur of Connaught and the Duchess of Fife made an imposing spectacle. The ceremony took place in the Chapel Royal at St. James' Palace. There was a brilliant congregation, including Royalties, Ambassadors, Cabinet Ministers and representatives of all classes. The Archbishop of Canterbury officiated. The bride was given away by the King. The Prince of Wales supported Prince Arthur and Princess Mary was a bridesmaid.

DETAILS OF THE CEREMONY.

LONDON, Sept. 14.

Great interest centres round the wedding of the Duchess of Fife and Prince Arthur of Connaught, says a correspondent of the "N. C. Daily News," and already some definite announcements have been made which prove that the populace of London will have some opportunity of seeing the bride. There will be three sections of the procession to the Chapel Royal. The first will consist of Royal guests and foreign representatives, who will leave the Palace in semi-State landaus, with an escort of Life Guards, at eleven in the morning. Then a few minutes later the King and Queen will set forth in a semi-State glass coach with the cream ponies, the King being uniformed as Field-Marshall and wearing the Order of the Garter, with an escort of Life Guards, and afterwards the bridegroom, accompanied by the Prince of Wales in naval uniform and the Duke of Saxe-Coburg-Gotha in the uniform of Colonel-in-Chief of the Seaforth Highlanders, will drive forth escorted by the bridegroom's company of Scots Greys.

Scots Greys will also accompany the bridal procession in which it is not yet decided whether the Duchess of Fife shall be accompanied by her uncle, the King of Norway, or her mother, the Princess Royal. Most probably the King of Norway will accompany her and then the Princess Royal will share the carriage with the Empress Marie of Russia, while the eight bridesmaids, three of whom are yet to be chosen, will follow immediately after.

The bridesmaids, so far, are to be Princess Mary, Princess Patricia of Connaught, Princess Maud, the bride's sister, Princess Victoria of Teck and Lady Mary Cecil, the Marquis of Salisbury's younger daughter.

The bride will be given away by the King, at the Chapel Royal, and the King will escort her to her carriage when she goes for her honeymoon.

A good deal of blue, the Duchess of Fife's favourite colour, is sure to be found in her trousseau gowns. Her engagement ring also is of sapphires and diamonds.

FRENCH OPEN GOLF CHAMPIONSHIP.

LONDON, Oct. 15.

A telegram from Chantilly states that Braid was second with 307, and Sherlock third with 309.

A POPULAR PRINCE.

LONDON, Oct. 15.

Prince Arthur of Connaught has been appointed a Knight of the Thistle.

IT NEVER FAILS.

CHAMBERLAIN'S Colic, Cholera and Diarrhœa Remedy is all its name implies. It cures diarrhœa and dysentery whether children or adults, and the most severe cases of cramp, colic or pain in the stomach get a way to a few doses of this medicine. Safe, sure, always cures. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE ENGLISH TURF.

RESULT OF THE CESAREWITCH STAKES.

LONDON, Oct. 18.

The Cesarewitch result was:—

Fiz Yama	1
Grave Grock	2
Lavaine	3

Twenty-four ran, won by a head; a length and a half separating second and third.

The betting was 50 to 1 Fiz Yama, 100 to 8 Grave Greek, 100 to 6 Lavaine.

Saxby rode Rivoli; Wing, Auctioneering and McKenna, Farakabad, Bridge of Sighs did not run.

From the bushes, the race was between Wagstaff, Fiz Yama, Dalmatian, Rivoli, Lavaine, Charlton, Midas and Fantasio, led by Grave Greek. Fiz Yama drew away from the bunch, and resisting a desperate challenge from Grave Greek, won an exciting race.

Wagstaff, 7-1, the favourite, came in fourth.

RAILWAY DISASTER IN ENGLAND.

5 KILLED: 25 INJURED.

LONDON, Oct. 15.

A train crashed into the rear of an express at St. James's Station, Liverpool.

A coach was shattered.

Five bodies were recovered and twenty-five injured, some very seriously.

"THE HAMBURG-AMERIKA" LINIE.

THE REASON FOR INCREASED CAPITAL.

LONDON, Oct. 15.

The increase of £1,500,000 in the Hamburg Amerika Company's capital is officially explained to be a necessity on account of the great increase in freight and tonnage in view of the prosperous development of goods transport, the Company's entrance to the Far Eastern postal and passenger service and other promising extensions.

(Wah Tsz Yat Po's Service.)

CHINESE NEWS.

PEKING, Oct. 16.

Progress is being made in the negotiations of the Chino-Russian treaty, and a conclusion is expected to be arrived at in the near future. The principle of the treaty is that Russia will recognise China's sovereignty in Mongolia, China is to recognise the Russo-Urga treaty. It is also proposed to allow allow all the States in outer Mongolia to have self-Government.

The Cabinet has decided to despatch special envoys to the European Governments to thank them for the recognition of the Chinese Republic.

The shareholders of the Canton-Hankow Railway Company have tendered a strong protest to the Department of Communications against the Directors of the Company on their borrowing British capital without the sanction of the shareholders.

SHANGHAI, Oct. 16.

The commercial community in Nanking has requested Chan Haun to compensate them for loss sustained during and after the fighting. No reply has been received up to the present.

In a raid made by the police on a secret society a Japanese was arrested by mistake. The Japanese Consul has demanded an apology from the Superintendent of Police.

LAUNCH OF THE MOTOR VESSEL "TUNG KWONG" AT TAIKOO DOCKYARD.

The finely modelled steel motor vessel built to the order of The Asiatic Petroleum Co., Ld., was, as briefly stated in yesterday's issue, launched yesterday at Taikoo Dockyard, the christening ceremony being gracefully performed by Mrs. H. Oldenburg.

The vessel is 116 feet long over all, 19 feet 6 inches beam, and 9 feet 6 inches moulded depth, and has a straight stem and elliptical stern, one pole mast with derrick, also one derrick post with double derricks. Compartments under deck are arranged for carrying benzine in drums, oil in bulk and in tins. Officers and crew are accommodated in rooms aft around the casing.

The machinery for driving the vessel consists of one set of Bolinder's direct reversible crude oil motors capable of developing 230 B.H.P., Hand windlass, steering gear and winches are installed, and all the latest appliances for the economical working of this type of vessel.

The "Tung Kwong" presents a very smart appearance, and has been built under the supervision of Messrs. van Meinas and Tally of The Asiatic Petroleum Co.

A DEAD DEFENDANT.

Peculiar Circumstances in Summary Court Claim.

A series of three actions in connection with which there were circumstances of a rather unusual nature came on for hearing before the Puisne Judge, Mr. Justice Kemp, in the Summary Court this afternoon. The claims were against the Tung Kee firm of butchers, whose address was given as 110 pork stall, Western Market, the sums claimed being $900, $900 and $1,000 for pigs sold and delivered.

Mr. Jackson, of Messrs. Johnson, Stokes and Master, appeared for plaintiffs; defendants did not enter an appearance.

Mr. Jackson explained that the man who was believed to be the sole partner in the firm was dead. He produced a document made by the widow and her nephew which showed that the debts owing to the firm were $4,803.70, and that the firm's creditors had consented to take 45 per cent. of their claims against it. The question was, Mr. Jackson said, of what effect this agreement was. He submitted that it was of no effect whatever. Under a deed of arrangement, which had to be passed by a three-fourths majority of creditors and had to be subsequently proved by the court, it was usual for the goods and chattels of a bankrupt to be assigned to a trustee for the benefit of the creditors. He submitted that this document was useless because it contained within itself no machinery for carrying out the wishes of even the maker of the document: there was no machinery for collecting the debts of the firm. Apparently it was admitted that the woman's husband Leung On, was the sole partner in the Tung Kee firm. He submitted that plaintiffs were entitled to sue the firm as defendants. It was the clear duty of the representatives of the deceased Leung On to take out letters of administration or probate or otherwise place the assets under the protection of the court. His clients were prepared to accept 45 per cent. of their claim but they wished to be in a position to garnishee certain creditors of the Tung Kee who would not pay. The plaintiffs, he submitted, should not be prejudiced by reason of the defendants, or firm's representatives not having taken the ordinary course prescribed by law for the protection of the estate.

His Lordship: You say you are entitled to sue the Tung Kee firm though the sole partner is dead?

Mr. Jackson: Yes; it is not for plaintiffs to know who they are suing. Mr. Jackson further said a creditor could take out letters of administration, but if he did it the document would be cast in his teeth. He pointed out that the business was still being carried on, as Chinese businesses invariably were, for the benefit of the family.

His Lordship pointed out that there was a great difficulty in the way of giving judgment against a man who was dead or a firm which did not exist.

Mr. Jackson said he appreciated that, and expressed the opinion that the proper course would be for a creditor to take out letters of administration. He asked for an adjournment sine die to enable him to see if some arrangement can be come to.

His Lordship assented.

OBITUARY.

SIR WALTER HELY HUTCHINSON.

The death of the Right Hon. Sir Walter Hely-Hutchinson, G.C.M.G., occurred on September 23 at Eton, Peterborough, the residence of his brother-in-law, Colonel Douglas Proby. He had a slight stroke about ten days previously, and then another which left him partially paralysed.

Sir Walter Francis Hely-Hutchinson was the second son of the fourth Earl of Donoughmore and uncle of the present peer. Like other younger sons of Irish peers, he had to make his own way in the world and he did it with the success which so often waits on Irish ability when that ability is balanced by steadiness of conduct and persistent industry. He was born in Dublin on August 22, 1849. In 1877 he began his Colonial career as Colonial Secretary of Barbados. He subsequently served in Malta and the Windward Isles, and in 1833 he was appointed Governor of Natal. He inaugurated self-government in Natal, and was Governor of that colony during the painfully interesting years which immediately preceded the South African War. He took a firm but very strong disapproval of the Jameson Raid, and when Dr. Jameson and his fellow-prisoners were handed over to the custody of the Government of Natal he showed no inclination to mitigate for them the inherent rigours of the situation. Later, as the South African situation developed and it became evident that the differences of opinion between the Transvaal and Great Britain could only be settled by an appeal to arms, he very warmly accepted the policy of Lord Milner, and through the trying period of the opening of the war he devoted himself with loyal energy to the furtherance of the interests of the British cause. He earned the natural reward of his exertions when, after seven strenuous years of the tenure of the Government of Natal, he was in 1901 appointed to succeed Lord Milner as Governor in Cape Colony.

"WE SHALL NEVER FORGET IT."

At a banquet given at Nancy recently on the occasion of the manœuvres of the 2'th Army Corps General Foch, the commander, replied to the toast of the British representative, General Wilson, and, turning to him, said:—

"Tell the British Army, so upright and so loyal that we shall never forget it. We have been much impressed by its endurances and its extensive experience gained in brilliant victories by hard work."

Lane, Crawford & Co.

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A SPLENDID SELECTION OF CRICKET GEAR. NOW IN STOCK

MATCH CRICKET BALLS BY DUKE, WISDEN AND BUSSEY FROM 2.75 EACH

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CRICKET BATS. INCLUDING WISDEN'S "CRAWFORD EXCELLER" GRADIDGE'S "IMPERIAL DRIVER" THE M.C.C. "CENTRE BALANCE" AND "GRYPTA" ETC.

ALL THESE BATS ARE WORLD RENOWNED

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Illustrated Sports List can be obtained on application.

LANE CRAWFORD & CO.

THE LATE MR. GAYNOR.

TRAGIC STORY OF DEATH AT SEA.

The White Star liner Baltic arrived at Liverpool on September 12 and the body of the late Mayor Gaynor was taken ashore.

Draped with the Stars and Stripes and the Union Jack, the coffin was placed in a waiting hearse. Escorted by mounted police and followed by the carriage of the Lord Mayor of Liverpool and the private motor car of Mr. R. W. Gaynor the late mayor's son, the hearse was driven to the Town Hall. The coffin was placed at the foot of the grand staircase, whereon rested a magnificent wreath of arum lilies from the Lord Mayor of Liverpool, and was kept under continuous guard.

Next day the coffin was removed to the Lusitania, to be taken to New York.

Mr. R. Gaynor, gave the following message to the Press:—

"My father died on board the White Star liner Baltic on Sept. 8. His death was due to heart failure. He was seated in his chair when the end came. A deck steward had been with him a few minutes before his death, and had taken his order for lunch. The Mayor had marked the menu to indicate the dishes he desired. I was on the boat-deck, and went below at the lunch call to tell my father that his lunch was ready. He had been taking his meals in one of the state-rooms. He was seated in his chair, apparently asleep. I shook him gently, but he did not respond. His trained nurse, who had been with him ten minutes previously, was summoned, and the ship's surgeon, Dr. Hopper, was called. The Mayor was given a hypodermic injection and artificial respiration was resorted to, but it was quickly apparent that he was beyond aid. An examination with the stethoscope showed that his heart was no longer beating. The body was taken in charge by the ship's officers, embalmed, and placed in a sealed casket.

"HELT VERY WELL."

"On the morning of his death the Mayor rose about nine o'clock, and after a hearty breakfast, went on deck. He was walking about the boat-deck at frequent intervals, keeping in the sun. He watched the men go through the fire drill. About ten minutes before one, o'clock he descended to the promenade deck and went to his chair, remarking that he felt very well. During the voyage his health had steadily improved, and his nervousness had decreased noticeably. He took a great deal of interest in the run of the ship day by day, and was particular to know just where the Baltic was when the chart was posted in the companionway at noon.

"On behalf of my mother and family and myself I wish to express my deep gratitude to Captain Ramsom and his officers for their kindness, courtesy and unfailing thoughtfulness, and I acknowledge my debt to the passengers for their most courteous consideration at all times in respecting the Mayor's desire for privacy.

(Signed) "R. TAYLOR."

Mr. R. Gaynor, interviewed by a number of Press representatives, spoke with great emotion, and said: "All I can say at the moment is, thank you."

Backpool, we read, is threatened with a beer and skittle famine. In these circumstances the holiday makers are hardly to be expected to keep up their "spirits"!

A fine shark or rays's thresher, measuring 9ft. 6in., with fins 15in. long, and weighing 2 cwts., was captured alive last week by Walmer boatmen near the Goodwin Sands.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL. (With liberty to call at the Malabar Coast).

FOR BOSTON AND NEW YORK.

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Regular Service of Steamers between Japan, Hongkong, Singapore Batavia, Samarang and Sourabaya.

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S.S.	BANRI MARU, For Singapore, Batavia, Samarang & Sourabaya	28th Oct.
S.S.	RIOJUN MARU, For Moji & Kobe	9th November.
S.S.	HOKUTO MARU, For Singapore, Batavia, Samaran, & Sourabaya.	25th Nov.
S.S.	BANRI MARU, For Moji & Kobe	13th December.

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OREGON PINE LUMBER LARGE STOCK OF ALL SIZES ON HAND

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"King George IV" Scotch Whisky



"King George IV" is known and appreciated everywhere for its purity, flavour, age, and digestive properties.

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WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	To Sail	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA ..... Capt. F. J. Fox,	Daylight 19th Oct.	Freight and Passage.
SHANGHAI	INDIA ..... Capt. C.C. Talbot, R.N.R.	About 23rd Oct.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	DELTA ..... Capt. W. R. Le Mare, R.N.R.	Noon 25th Oct.	*See Special Advertisement*
LONDON & ANTWERP, VIA SUEZ, P'AYS, C'BOO, PORT SAID & MARSEILLES	SYRIA ..... Capt. C. R. Longden, R.N.R.	About 29th Oct.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

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FOR VANCOUVER. From Hongkong	FOR LIVERPOOL. From Quebec.
EMPRESS OF JAPAN...Wed., Oct. 22.	ALLAN LINE.....Thu., Nov. 20.
EMPRESS OF RUSSIA...Wed., Nov. 5.	EMPRESS OF BRITAIN..Thu., Nov. 27.

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPRESS OF RUSSIA' and 'EMPRESS OF ASIA' are new quadruple screw, 20 knot turbine steamers of 16850 tons gross—the finest, fastest and most luxurious on the Pacific.

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Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 10 knots, and are regarded as second to none on the Atlantic.

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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	KATORI MARU, Capt. Murai, Displacement Tons 20,000	WEDNESDAY, 22nd Oct., at Daylight.
	KAMA MARU. Capt. Kawara, Tons 16,000	WEDNESDAY, 5th Nov., at Daylight.
VICTORIA, B.C., & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	SAUNEI MARU, Capt. Noma, Tons 12,500	TUESDAY, 21st Oct., at Noon.
	SEIDZUOKA MARU, Capt. ——, Tons 12,500	TUESDAY, 4th Nov. at Noon.
KOBE & YOKOHAMA	MISHIMA MARU, Capt. ——, Tons 16,660	THURSDAY, 23rd, Oct. at 11 a.m.
	KAGA MARU, Capt. ——, Tons 12,500	THURSDAY, 6th Nov., at 11 a.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	TANGO MARU. Capt. Tominaga, Tons 12,500	WEDNESDAY, 22nd Oct. at Noon.
	NIKKO MARU, Capt. Takeda, Tons 9,600	WEDNESDAY, 19th Nov. at Noon.
NAGASAKI, KOBE AND YOKOHAMA	NIKKO MARU, Capt. Takeda, Tons 9,600	WEDNESDAY, 22nd Oct., at 11 a.m.
BOMBAY, Via SINGAPORE, AND COLOMBO	BAWACHI MARU, Capt. Christiansen, Tons 12,500	FRIDAY, 17th October.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	BOMBAY MARU, Capt. ——, Tons 6,000	WEDNESDAY 22nd October.
CALCUTTA via SINGAPORE, PENANG, & RANGOON	TOSA MARU, Capt. Sato. Tons 12,000	SATURDAY, 18th October.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only.

PASSENGER SEASON—1914

FOR EUROPE.

MIYASAKI MARU	16,000	tons sails	Wednesday	28th January.
KITANO MARU	16,000	" "	"	11th February.
IYO MARU	12,500	" "	"	25th February.
BIRANO MARU	16,000	" "	"	11th March.
KATORI MARU	20,000	" "	"	25th March.
KAMO MARU	16,000	" "	"	8th April.
KASHIMA	20,000	" "	"	22nd April.

FOR AMERICA.

SHIDZUOKA MARU	12,500	tons sails	Tuesday	27th January.
TAMBA MARU	12,500	" "	"	10th February.
AKI MARU	12,500	" "	"	24th February.
SADO MARU	12,500	" "	"	10th March.
YOKOHAMA MARU	12,500	" "	"	24th March.
AWA MARU	12,500	" "	"	7th April.

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Also Nile 11,000 tons, China, 10,000 tons, and Persia 9,000 tons.

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FIRST-CLASS	to LONDON	Single, £71.10		6 Months Return,	£120
"	" SAN FRANCISCO	45.00		"	88
INTERMEDIATE	" LONDON	55.00		"	109
"	" SAN FRANCISCO	30.00		"	54

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Steamers:

MANCHURIA	27,000	Tons Sailing	TUESDAY, 21th Oct., at 1 p.m.
NILE	11,000	" "	TUESDAY, 28th Oct., at 9.45 a.m.
MONGOLIA	27,000	" "	SATURDAY, 8th Nov., at 1 p.m.
PERSIA	9,000	" "	TUESDAY, 25th Nov., at 1 p.m
KOREA	18,000	" "	TUESDAY, 9th Dec., at 1 p.m.

* For San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

‡ Intermediate Steamers.

Passengers booking through Tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.

HONGKONG—MANILA SERVICE.

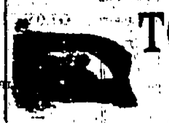
FROM HONGKONG. Leave Hongkong.	Arrive Manila.	FROM MANILA. Leave Manila.	Due Hongkong.
Oct. 28...NILE	Oct. 30.	Oct. 9..MANCHURIA	Oct. 11.
Nov. 22...PERSIA	Nov. 27.	Oct. 16...NILE	Oct. 20.
Dec. 20...CHINA	Jan. 1.	Oct. 30.....MONGOLIA	Nov. 1.

Hong's Building (opposite Blake Pier). *Telephone No. 142*

R. C MORTON, *Agent.*

Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.



IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 Knots. Displacement 22,000 Tons

AND THE TWIN SCREW S.S. NIPPON MARU & HONGKONG MARU INTERMEDIATE STEAMERS

Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Captain	Date of Sailing.
Chiyo Maru	W. W. Greene	Friday, 17th Oct., at Noon.
NIPPON MARU	A. G. Stevens	WEDNESDAY, 5th NOV., at Noon.
TENYO MARU	K. Bent	TUESDAY, 11th NOV., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 28th NOV., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th DEC., at Noon.

The S.S. CHIYO MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 17th October, at Noon.

SOUTH AMERICA LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:—

ANYO MARU, BUYO MARU & KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of Sailing
Anyo Maru	18500	Wednesday, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th FEB., at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS, TELEPHONE and POST OFFICES.

SPECIAL FARES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, *Agent.*

KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.



MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR ADELAIDE.
ALDENHAM	Oct. 20.	Nov. 5th, at 11 a.m.
EMPIRE	Nov 5.	Nov. 21st, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING.	
HAICHING	Capt. W. C. Passmore	FRIDAY,	17th Oct. at 11 A.M.
HAIYANG	Capt. A. E. Hodgins	TUESDAY,	21st Oct. at 11 a.m.
HAITAN	Capt. J. R. Roach	FRIDAY,	24th Oct. at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 8 Days)

HAIMUN	Capt. J. W. Evans	SATURDAY,	18th Oct., at 4 P.M.
		WEDNESDAY,	22nd Oct., at 11 A.M.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS LAPRAIK & CO.
Passage Managers.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	Anhui	Oct. 16, at 6 p.m.
SHANGHAI	Chenan	Oct. 18, Midnight.
MANILA, CEBU & ILOILO	Taming	Oct. 21, at 4 p.m.
WEIHAIWEI & TIENTSIN	Hutchow	Oct. 23, Noon.
SHANGHAI	Luchow	Oct. 23, at 4 p.m.
SHANGHAI	Yingchow	Oct. 25, Midnight.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI.'

☞ MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming,' & 'Tsan.' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tsan.'

☞ SHANGHAI LINE. The Twin Steamers 'Anhui,' and 'Chenan,' and the S.S. 'Luchow,' and 'Yingchow,' having excellent accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARES: Single $45 Return $75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To Sail.
YOKOHAMA, KOBE & MOJI	*LOYAT*	SATURDAY, Oct. 18, Daylight.
*MANILA	*YUENSANG*	SATURDAY, Oct. 18, at 2 p.m.
†*SHANGHAI, KOBE & MOJI	*KUTSANG*	WEDNESDAY, Oct. 22, Daylight.
*SINGAPORE, PENANG & CALCUTTA	*NAMSANG*	SATURDAY, Oct. 25, at Noon.
* MANILA	*LOONGSANG*	SATURDAY, Oct. 25, at 2 p.m.
*SINGAPORE, PENANG & CALCUTTA	*YATSHING*	SATURDAY, Nov. 1, at Noon.
CHINWANTAO	*HOPSANG*	SATURDAY, Oct. 25, Daylight.
‡ SANDAKAN	*MAUSANG*	FRIDAY, Oct. 24, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers *Kutsang, Namsang & Fooksang* leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the *Loosang, Kumsang, Loyat, Yatshing* and *Suisang* leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei & Taingtau.

‡ Taking Cargo on through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. will be despatched for **Yokohama, Kobe** and **Moji** at an early date taking cargo and passengers at current rates.

For Freight & Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

TELEPHONE No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARDS.

For	Steamers.	Date of Departure.
LONDON & ANTWERP	'VESTALIA'	22nd October.
LONDON & ANTWERP	'DEN OF RUTHVEN'	10th Nov.
LONDON & ANTWERP	'DENBIGHSHIRE'	20th Nov.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'DEN OF AIRLIE'	14th November.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'MERIONETHSHIRE'	13th December.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. **G. APCAR**, 4,800 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 3rd November.

S.S. **LAWADA**, 5,378 tons, Capt. Jessage, will be despatched for KOBE and MOJI (Yokohama if sufficient inducement offers) on 9th November.

WESTWARD.

S.S. **JEJUNGA**, 5,166 tons, Captain Sullivan, will be despatched for SING PORE, PENANG & CALCUTTA on 19th October.

S.S. **JAPAN** 6,013 tons, Capt. Seddon, will be despatched as above on 20th October.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight & Passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

SHIPPING

STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *DELTA*, Captain W. R. Le Mare, R.N.R. carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 25th Oct., at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Marmora* from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London: other cargo for London, etc., will be conveyed via Bombay in the s.s. *Arabia* due in London on the 8th December, 1913.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, Oct. 11, 1913.

AMERICAN AND ORIENTAL LINE.

(ANDREW WEIR & Co's. STEAMERS).

THE Steamship POLERIC, Captain James Dye, will be despatched from Hongkong on 28th October.

FOR BOSTON & NEW YORK.

(With liberty to call at Malabar Coast).

For Freight and further particulars apply to:—

THE BANK LINE, LTD.,
Agents.

Hongkong, Oct. 7, 1913. 1205

'INDRA' LINE, LIMITED.

FOR SAN FRANCISCO.

THE Steamship INVERCLYDE Captain Mansfield, will be despatched as above about end of October.

For freight and further particulars, apply to—

JARDINE, MATHESON & Co., Ltd., *Agents.*

Telephone No. 215 Sub. Ex. 9.

Hongkong, Oct. 1, 1913. 1186

THE AMERICAN & MANCHURIAN LINE.

(Buckhall Steamship Lines, Ltd.)

THE Steamship DENBIGH HALL, Captain Laidlay, will be despatched from Hongkong on the 7th November for NEW YORK,

(With liberty to call at the Malabar Coast).

For freight and further particulars, apply to:—

THE BANK LINE, LIMITED.
Agents

Hongkong, Oct. 15, 1913. 1243

FOR EUROPE VIA PORTS OF CALL.

THE I.G.M. Steamship PRINZ EITEL FRIEDRICH, Captain C. Mundt, will be despatched from here on WEDNESDAY, the 26th November, and is due to arrive in GENOA on the 23rd December.

This Steamer gives splendid opportunity to reach Home just in time for Xmas. Early Booking Recommended.

For further particulars, please apply to

MELCHERS & Co.,
General Agents, Norddeutscher Lloyd.

Hongkong, 6th Oct., 1913. 1205

NOTICES TO CONSIGNEE

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. Steamship ARABIA, Captain C. Bath, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns where they will be examined on the 18th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex s.s. *Jeto* from Dramen.
Ex s.s. *Gothberg* From Swe rg.
Ex s.s. *Jacobi* from Norrkoping.

HAMBURG-AMERICA LINIE
Hongkong Office.

Hongkong, Oct. 13, 1913. 1245

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	STEAMERS to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs. Jan. 8	EGYPT	6 p.m. Tues. Jan. 13	noon Satur. Jan. 17	MOOLTAN ...	Saturday Feb. 14	Friday Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA.....	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA ...	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA...	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA...	Apr. 7	Apr. 11	MONGOLIA...	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE ...	May 5	May 9	MOOLTAN ...	June 6	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

LONDON.

1st SALOON	"A"	Accommodation	SINGLE	£85.	RETURN	£97.
	"B"	"	"	£59.	"	£89.
2ND SALOON	"A"	"	"	£44.	"	£86.
	"B"	"	"	£40.	"	£80.

MARSEILLES.

1st SALOON	"A"	Accommodation	SINGLE	£61.	RETURN	£91.
	"B"	"	"	£55.	"	£83.
2ND SALOON	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE.....	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE.....	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA.....	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May. 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON.

1ST SALOON £50 SINGLE: £75 RETURN.
2ND " £35 " £52

FARES TO MARSEILLES:

1st Saloon £46 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A **SURTAX OF 10 %**.

For further particulars apply to

E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

—:o:—

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	PRINZ SIGISMUND, Capt. A. Hurtzig,	(5,000)	SATURDAY, 1st November, at 9 a.m.
JESSELTON, KUDAT AND SANDAKAN	BORNEO, Capt. J. Koehler.		FRIDAY, 31st October.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd

MELCHERS & CO.,

General Agents Hongkong & China.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft "HANSA."

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO.

TO MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.) AND PORTLAND (OR.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Kobe & Yokohama

S.S. ALBIANA .....17th Oct.
S.S. SAMBIA .....21st Oct.
S.S. SEGOVIA.....22nd Oct.
S.S. ANDALUSIA .....29th Oct.
S.S. ISTRIA .....5th Nov.
S.S. ALTMARK .....13th Nov.
S.S. SILICIA .....20th Nov.
S.S. PREUSSEN .....29th Nov.

Homeward.

For Marseilles, Havre & Hamburg
S.S. HOERDE ..... 19th Oct.
For Havre & Hamburg
S.S. SUEDMARK .....28th Oct.
For Vancouver, Seattle and/or Tacoma & Portland (Or.)
S.S. ANDALUSIA .....29th Oct.
For Rotterdam, Hamburg & Antwerp
S.S. BAYERN .....1st Nov.

For full Particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

SHIPPING

AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port-Said.

S.S.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardesses Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £36, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits, (Calcutta), Colombo, Bombay, (Karachi), Aden, Suez, Port Said.

S.S. PERSIA, 12,500 tons, will leave as above 1st Nov. at 6 a.m.

These Steamers, of large tonnage are fitted with comfortable one class accommodation for Saloon passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £43.

RAILWAY FARES Trieste-London.

By Simplon Express
Via Venice, Milan, Simplon, Lausanne, Paris, Calais, or Boulogne, Class I £3.15, II £2.1.0.
By St. Gothard Express:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £3.14, II £2.0.0.
By Semmering Express:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.11, II £2.8.0.
By Tauern Express:
Via Munich Cologne, Hook or Flushing, Class I £7.19.5, II £3.1.5

TO SHANGHAI:

S.S. BOHEMIA, 7,900 tons, will leave as above on 1st November, at 6 a.m.
FARES: Hongkong-Shanghai, 1st Cl. £6, 2nd £4, 3rd £3.

TO KOBE, Via SHANGHAI, YOKOHAMA.

S.S. NIPPON, 13,900 tons, will leave as above about October 30.

Cargo taken at through rates to all ports in Adriatic Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).



TRANS-PACIFIC LINE.

THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST PAUL RAILWAY.

This only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers	Captains	Leave
'CHICAGO MARU'	‡.....S. Nemoto	.....Thursday, 30th Oct. at 1 P.M.
'CANADA MARU'	†.....K. Hori.	.....Wed'day, 12th Nov. at 1 P.M.
'TACOMA MARU'	†..... T. Hamada	.....Thursday, 27th Nov. at 1 P.M.
'PANAMA MARU'	†.....J. Kanso	.....Wed'day, 10th Dec. at 1 P.M.
'SEATTLE MARU'	‡.....T. Saito.	.....Thursday, 25th Dec. at 1 P.M.
'MEXICO MARU'	†.....N. Kobayashi	.....Wed'day, 7th Jan. at 1 p.m.

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.

‡ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
'INDO MARU'	.....K. Komiya	.....Thursday, 23rd Oct., at 4 p.m.
'LUZON MARU'	.....H. Yamamoto	.....Wednesday, 29th Nov., at 4 p.m.
'SAIGON MARU'	.....T. Yamaguchi	.....Friday. 26th Dec., at 4 p.m.

FOR MOJI KOBE & YOKKAICHI.

Steamer	Captain	Leaving
'SAIGON MARU'	.....T. Yamaguchi	.....Wednesday, 12th Nov., at 4. pm.
'LUZON MARU	.....H. Yamamoto	.....Thursday, 25th Dec., at 4 p.m.

CHINA AND FORMOSA LINE.

FOR TAMSUI VIA SWATOW & AMOY.

Steamers	Captains	Leaving
'DAIJIN MARU'	.....K. Minakami	..... Sunday, 19th Oct. at 10 a.m.
'DAIGI MARU'	.....S. Tokushige,	.....

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
'KAIJO MARU	.....Y. Yamamoto	.....Wednesday, Oct. 22nd at Noon.

FOR ANPING & TAKAO via SWATOW & AMOY.

Steamer	Captain	Leaving
SOSHU MARU'	.....K. Tashira	.....Wednesday, 29th Oct. at 8 a.m.

FOR CANTON.

Steamer	Captain	Leaving
'SOSHU MARU'	.....K. Tashira	..... Friday, 24th Oct.

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Praya Central)

For further information, apply

Z. KAMIYA, *Manager*
Second Floor, No. 1, Queen's building.



PHILIPPINES STEAMSHIP Co.

Steamship.	Tons	Captain	For	Sailing Date.
ZAFIRO —	4,000	F. S. McMurray	Manila, Mangarin, Cebu & Iloilo.	FRIDAY, Oct. 24, at 4 p.m
RUBI	4,000	J. Miller	Manila, Mangarin, Cebu & Iloilo.	

Electric Light and Fans in every Cabin. Competent Stewardess carried

For freight or Passage, apply to

Shewan, Tomes & Co., *General Managers.*

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East: 16, DES VOEUX ROAD CENTRAL, HONGKONG.
SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.
MANILA—MANILA HOTEL. P. O. Box 786.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian African Line

PROPOSED SAILINGS

FROM HONGKONG.		FROM COLOMBO.
25th October.	Connecting with	'MIRAMICHI' 19th Nov.

For Rates and further information, apply to

THE BANK LINE, LIMITED, MANAGING AGENTS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong. Middle of February.

For Rates of Freight or Passage, apply to

4a. THE BANK LINE, LIMITED. MANAGING AGENTS

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	ERNEST SIMONS,	Brunet,	30th October.
MARSEILLES, via PORTS...	ARMAND BEHIC.	Rosati,	21st October.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £77.10 up to £71.10, 30 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

de BUSSIERRE, *Act. Agent,*
QUEEN'S BUILDING.

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP CO.

S.S. 'MINNESOTA.'

Capacity 28,000 Tons. Length 630 Feet. Beam 73½ Feet.
20,718 Tons Gross Register. 37,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GARLICK).

SAILS FROM HONGKONG on SATURDAY, 15th November at Noon.

FOR

SEATTLE via NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and state-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA. PRINCE'S BUILDING.
AGENTS.

681

Vessels Advertised as Loading.

DESTINATION.	VESSEL.	AGENTS.	DATE OF LEAVING
Australian Ports, &c.	Aldenham	Gibb Livingston & Co.	Nov. 5, at 11 a.m.
Australia Ports, &c...	Empire	Gibb Livingston & Co.	Nov. 21, at 11 a.m.
B'bay v. S'pore & C'bo	Kawachi Maru.....	Nippon Yusen Kaisha	Oct. 17.
B'bay, v. S'pore & C'bo	Indo Maru.....	Osaka Shosen Kaisha	Oct. 23, at 4 p.m.
Europe, &c.	Prinz Eitel Friedrich.	Melchers & Co.....	Nov. 26.
New York	Montrose	Dodwell & Co. Limited	About Oct. 16.
J'tun, Kudat & S'dakan	Borneo	Melchers & Co.....	Oct. 31.
Kobe & Yokohama...	Sanuki Maru.....	Nippon Yusen Kaisha	Oct. 21, at Noon.
Kobe, S'hai & Y'hama	Nippon	Sander, Wieler & Co.	About Oct. 30.
London, Antwerp, &c.	Syria	P. & O. S. N. Co.....	About Oct. 29
London, &c.....	Delta	P. & O. S. N. Co.....	Oct. 25, at Noon.
London & Antwerp...	Vestalia	Jardine, M'son & Co. Ld	Oct. 22.
Manila, Cebu & Iloilo	Zafiro	Shewan, Tomes & Co...	Oct. 24, at 4 p.m.
Manila	Yuensang	Jardine, M'son & Co. Ld	Oct. 18, at 2 p.m.
Manila	Loongsang	Jardine, M'son Co. Ld	Oct. 25, at 2 p.m.
Mar., London, &c...	Katori Maru.....	Nippon Yusen Kaisha	Oct., 22, Daylight.
Mar., London &c....	Kama Maru	Nippon Yusen Kaisha	Nov 5, Daylight.
Marseilles, v. Ports..	Armand Behic	Messageries Maritimes	Oct. 21.
N'ki Kobe & Y'hama.	Nikko Maru	Nippon Yusen Kaisha	Oct. 22, at 11 a.m.
San Francisco v. Japan	Manchuria.....	Pacific Mail S.S. Co..	Oct. 21, at 1 p.m.
San Francisco v. Japan	Nile	Pacific Mail S. S. Co.	Oct. 21, at 9.45 a.m.
San Francisco, v. Japan	Mongolia	Pacific Mail S.S. Co.	Nov 3, at 1 p.m.
San Francisco v. Japan	Chiyo Maru	Toyo Kisen Kaisha ...	Oct. 27, at Noon.
San F'cisco, v. Japan	Nippon Maru	Toyo Kisen Kaisha ...	Nov. 5, at Noon.
S'hai, Kobe & Y'hama	Albiana	Hamburg Am'ka Linie	Oct. 17.
S'hai, Kobe, & Y'hama	Sambia	Hamburg Am'ka Linie	Oct. 21.
S'hai Kobe & Y'hama	Segovia	Hamburg Am'ka Linie	Oct. 22.
S'hai, Kobe & Y'hama	Andalusia	Hamburg Am'ka Linie	Oct. 29.
S'hai Kobe & Y'hama.	Nubia	P. & O. S. N. Co.....	Oct. 19, Daylight.
S'hai, Kobe & Moji...	Ernest Simons.....	Messageries M'times	Oct. 20.
S'hai, Kobe & Moji ...	Kutsang	Jardine, M'son Co., Ld.	Oct. 24, Daylight.
S'hai, Kobe & Moji...	Gregory Apcar.....	D. Sassoon & Co., Ld.	Nov. 3
Shanghai.....	Bohemia.....	Sander, Weiler & Co.	Nov. 1.
Shanghai.....	Chenan	Butterfield & Swire...	Oct. 18, Midnight.
Shanghai.....	India	P. & O. S. N. Co.....	About Oct. 21
Shanghai.....	Hangsang	Jardine, M'son & Co. Ld	Oct. 17 at Noon.
Shanghai.....	Lachow	Butterfield & Swire ...	Oct. 23, at 4 p.m.
Shanghai.....	Jalunga	D. Sassoon & Co., Ld.	Oct. 19.
S'pore, Pang & C'bta.	Yetshing	Jardine, M'son & Co. Ld	Nov. 1, at Noon.
S'pore, Penang & C'bo	Tosa Maru	Nippon Yusen Kaisha	Oct. 18.
S'pore P'ang & R'goon	Haimun	Douglas & Co Ld....	Oct. 18, at 4 p.m.
Swatow	Haiching	Douglas, Lapraik Co.	Oct. 17, at 11 a.m.
S'tow, Amoy & F'chow	Haiyang	Douglas, Lapraik & Co.	Oct. 21, at 11 a.m.
S'tow, Amoy & F'chow	Haitan	Douglas, Lapraik Co.	Oct. 24, at 11 a.m.
S'tow, Amoy & F'chow	Kaijo Maru	Osaka Shosen Kaisha	Oct. 22, at Noon.
S'tow, Amoy & Tamsui	Daijin Maru.....	Osaka Shosen Kaisha	Oct. 19, at 10 a.m.
Sydney, Melbourne &	Inaba Maru.....	Nippon Yusen Kaisha	Oct. 22, at Noon.
Sydney, Melbourne, &c	Tango Maru	Nippon Yusen Kaisha	Oct. 22 at Noon
Vic'ia, B.C., Seattle &c	Sanuki Maru	Nippon Yusen Kaisha	Oct. 21, at Noon.
Victoria T'ma & Japan	Chicago Maru	Osaka Shosen Kaisha	Oct. 30, at 1 p.m.
Vancouver, (B.C.) &c.	Empress of Japan ...	Canadian Pac. R. Co.	Oct. 22.
Vancouver, (B.C.), &c	Empress of Russia ...	Canadian Pac. R. Co.	Nov. 5.
Vic'ia B.C. Seattle &c	Sanuki Maru.....	Nippon Yusen Kaisha	Oct. 21, at Noon.

NOTICES TO CONSIGNEES

INDO CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship *Kout* having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 16th October will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & Co., Ltd.
Agents.

Hongkong, Oct. 15, 1913. 1236

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship CITY OF BARODA, Captain E. MASON, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at KOWLOON, and stored at Consignees' risk and expense.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 16th instant, 1913, at 10 A.M.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO.
Agents.

Hongkong, Oct. 10, 1913. 1231

STEAMER *ATLANTIQUE.*

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from LONDON ex s.s. *Basque* and *Breton* from BORDEAUX, ex s.s. *Ville d'Arras* in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignee before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining unclaimed after 20th instant, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 24th instant, or they will not be recognized.

All damaged packages will be examined on 18th instant, at 10 A.M.

No Fire Insurance has been effected.

S. C. DE BUSSIERRE,
Acting Agent.

Hongkong, October 14, 1913. 1249

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of CARGO per Steamship MANCHURIA.

The above mentioned vessel having arrived Consignees of Cargo are hereby notified that owing to a fire having occurred on board on or about October 1st, 1913 a General Average has been declared and before delivery of cargo can be given the General Average Bond must be duly executed, a deposit of 15% of the invoice value of the goods paid, and valuation statements and copies of invoices furnished.

Cargo will be landed immediately into the Company's godowns at West Point for inspection, and consignees are further notified to send in their bills of lading for countersignature and take immediate delivery of all undamaged cargo.

Cargo remaining undelivered Saturday, October 18th 1913 at noon will be subject to landing and storage charges.

No fire insurance whatever will be effected.

All damaged cargo will be examined at the above company's godowns immediately after completion of discharge.

No claims against cargo loaded on board since the occurrence of the fire will be entertained, unless accompanied by a short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the P. M. Mail S. S. Co. and no claims will be allowed in General Average unless accompanied by certificate from Lloyd's surveyor showing whether damage was caused by either fire, smoke, and/or water.

All claims must be filed on or before November 11th, 1913 otherwise they will not be recognized.

H. C. MORTON,
Agent.

Hongkong, Oct. 10, 1913. 1227

THE CHINA MAIL

Typhoon Map & Guide.

Price . . . . . 40 cents.

BECK & CO.,

BREMEN,

KAISER BREWERY.

BECK'S BEER

Key Brand

$16.00 *per case*

- OF -

6 dozen pints,

- OR -

4 dozen Quarts.

HONGKONG AGENTS:

MacEwen, Frickel & CO.

STEAMERS PASSED SUEZ CANAL.

September 23, *Segovia.*

September 26, *Alcinous, Andalusia, Sambia, Westphalia, Capri, Glenfarg.*

September 27, *Ernest Simons, Himalaya.*

September 30, *Bloemfontein, Glenlochy, Lothian, Invraghire, Kinkasan Maru.*

October 3, *Antenor, Machaon, Nankin.*

October 7, *Benledi, Bohemia, P. E. Friedrich, St. Patrick, Sunda, Yangtsze, Brasilia.*

October 10, *Aragonia, Hyson, Kitano Maru, Somali, Janela, O. J. D. Ahlers.*

October 14, *Kaga Maru, Luetzow, Socotra, Africa, Amazone, Suevia, Kunsan, Rhenus.*

ARRIVALS FROM CHINA.

October 14, *Peleus, Silesia, Theseus.*

STEAMERS EXPECTED.

Mails.

The C. P. R. Co.'s R.M.S. *Empress of India* left Yokohama at 4 p.m. on Friday, the 3rd Oct., due to arrive at Hongkong on Thursday, the 16th Oct.

The P. M. S. S. Co.'s s.s. *Nile* sailed from Yokohama for Hongkong via Manila on Friday, October 10th. The mails were transferred to the s.s. *Tango Maru*, due to arrive at Hongkong on the 20th October.

The C. P. R. Co.'s R.M.S. *Empress of Russia* left Vancouver on Oct. 8th, p.m.

Other Vessels.

The P. & O. S. N. Co.'s s.s. *Nubia* left Singapore for this port on the 12th October, at noon, and is due here on the 17th October, at about 5 p.m.

The H. A. L. s.s. *Albiana* left Singapore on the 11th October, p.m., and may be expected here on or about the 18th October, a.m.

The L. C. S. N. Co., Ltd.'s s.s. *Hupeng* left Chiuwantao on the 12th October, due Hongkong on the 18th October.

The H. A. L. s.s. *Heerde* left Moji on the 13th October, p.m., and may be expected here on or about the 18th Oct., a.m.

The L. C. S. N. Co., Ltd.'s s.s. *Kutsang* left Singapore on the 13th October, due Hongkong on the 19th October.

The N. Y. K. s.s. *Katori Maru* (European Line) left Yokohama for this port via ports on the 8th October, and is expected here on the 20th October.

The A. Y. K. s.s. *Nikko Maru* (Australian Line) left Thursday Islands for this port on the 9th October, and is expected here on the 20th October.

The B. I. S. N. Co.'s s.s. *Japan* from Kobe left Moji on the 15th October, a.m., and may be expected here on or about the 21st October.

The N. Y. K. s.s. *Yamaguchi Maru* (Australian Line) left Yokohama for this port via ports on the 11th October, and is expected here on the 20th October.

The Glen Line s.s. *Glenlochy* passed the Suez Canal on 30th September for Hongkong via Straits.

The E. & A. s.s. *Aldenham* left Sydney for this port (via Queensland Ports and Manila on 27th September, and may be expected to arrive here on 20th October.

The L. C. S. N. Co., Ltd.'s s.s. *Chunsang* left Sourabaya on the 12th October, due Hongkong on the 22nd October.

The Shire Line, Ltd.'s s.s. *Fentalia* arrived at Yokohama on the 7th October, sails from Moji on the 10th October, due Hongkong on the 21st October.

The N. Y. K. s.s. *Mishima Maru* (European Line) left Colombo for this port via Singapore on the 9th October, and is expected here on the 22nd October.

The I. C. S. N. Co.'s s.s. *Kunsang* left Calcutta on the 8th October, due Hongkong on the 24th October.

The N. Y. K. s.s. *Shidzuoka Maru* (American Line) left Seattle for this port via ports on the 23rd September, and is expected here on the 26th October.

The N. Y. K. s.s. *Tamba Maru* (American Line) left Seattle for this port via ports on the 7th October, and is expected here on the 9th November.

The Mogul Line s.s. *Lothian* sailed from U. K. on 13th September, for Hongkong via the Straits.

The Barber Line s.s. *Saint Patrick* sailed from New York on 12th September for Hongkong.

The E. & A. s.s. *Empire* left Sydney on the 12th October for this port, via Queensland Ports, Port Darwin and Manila, and may be expected to arrive here on or about the 5th November.

Latest Advices.

The H. A. L. s.s. *Sambia* left Singapore on the 15th October, at noon, and may be expected here on or about the 21st October, a.m.

The Shire Line Ltd.'s *Den of Airlie* left London on the 30th September, due Hongkong on the 13th November.

The C. P. R. Co.'s R.M.S. *Monteagle* due Yokohama at midnight on October 17th, will leave Yokohama at 6 a.m. on October 19th.

The C. P. R. Co.'s R.M.S. *Empress of Asia* arrived at Kobe at 5 p.m. on Monday, the 13th October, and left again at 2 p.m. on the 14th October, due to arrive at Yokohama at 2 p.m. on the 15th October.

The Glen Line s.s. *Glenturret* left Singapore for this port on Sunday, the 12th October, and is due here on Saturday, the 18th October.

The Ben Line s.s. *Benmohr* from Antwerp, Middlesbro' and London, left Singapore on the 14th October for this port, and may be expected to arrive on or about the 20th October.

The B. I. S. N. Co.'s s.s. *Jelunga* from Yokohama and Kobe, left Moji on the 16th October, a.m., and may be expected here on or about the 20th October, a.m.

PASSENGERS EXPECTED.

Per P. & O. steamer *Nubia* from London Sept. 6.—Due Hongkong October 17—Miss M. Gourley, Mr and Mrs N. G. Nolan and children, Mrs and Miss Taylor, Mrs C. Owen, Mr W. C. O. Taylor, Mr T. Taylor, Mr J. H. Murphy, Miss R. Baker, Mr G. R. Hake, Mr D. J. Brown, Miss E. King.

HONGKONG REGISTER.

	Previous day at 7 p.m.	Oct. 16th at 8 a.m.	Oct. 16th at 1 p.m.
Barometer	29 98	29 98	29 97
Temperature	81	80	76
Humidity	26	32	27
Direction of Wind	NORTH	NORTH	E
Force	2	3	2
Weather	Lq	Lq	b
Rain	—	—	—

Highest open air temperature on the 15th 89
Lowest open air temperature on the 16th 76

F. F. CLARKE, *Director.*

Hongkong, Observatory, Oct. 16th, 1913.



ASK SPECIALLY FOR MACKIE'S

Heart Tonic Digestive and Non-gouty

WHITE HORSE WHISKY.

$20 DOZ. Including duty.

LANE, CRAWFORD & CO. SOLE AGENTS. 1196

To-day's Advertisements

RE A. B. MOULDER & COMPANY.

BY a Deed of Arrangement dated the 14th day of October, 1913, the Undersigned has been appointed TRUSTEE for the Creditors of the above-named Firm.

Creditors are required on or before the 5th day of NOVEMBER, 1913, to send in their Names and Addresses and particulars of their DEBTS or CLAIMS and the Names of their Solicitors (if any) to the said Trustee, and if so required by Notice in Writing from the said Trustee, to personally come in and prove their said Debts or Claims at such time and place as may be specified in such notice, and in default thereof they may be excluded from the benefit of any distribution made before such Debts are proved.

All persons having Goods on Order with the above-named Firm are hereby required to take delivery thereof forthwith.

All receipts for payments to the said Firm will be countersigned by the said Trustee.

E. A. M. WILLIAMS,
Trustee for the Creditors under Deed of Arrangement.
A. B. MOULDER & COMPANY.

c/o LOWE, BINGHAM & MATTHEWS,
New Government Building, 3rd Floor.
Hongkong, Oct. 16, 1913. 1254

RE A. B. MOULDER & CO., LTD.,

NOTICE is hereby given that the above named Company has PURCHASED all the GOOD-WILL FURNITURE and EFFECTS of A. B. MOULDER & Co., lately carrying on Business at No. 12, Des Voeux Road Central, at which address this Company intends to Carry on its Business in the future.

A. B. MOULDER,
Managing Director.
Hongkong Oct. 16, 1913. 1255

HONGKONG CHURCH MISSIONARY ASSOCIATION.

EVERYBODY interested in Missionary Work is cordially invited to attend a MEETING of the above ASSOCIATION at ST. PAUL'S COLLEGE on MONDAY next, the 20th inst., at 5.30.

The MEETING will be addressed by Bishop BOUTFLOWER and others.

The COMMITTEE,
H.K.C.M.A.
Hongkong, Oct 16, 1913. 1256

ESTATE OF
THE LATE AUGUSTA L. FULTON.

NOTICE is hereby given that Creditors are required to send in their CLAIMS to the AMERICAN CONSUL at SHAMEEN, CANTON, without delay and it is further requested that an early settlement be made of all Moneys due to the above Estate.

Dated at Canton this 14th day of October 1913.

MARY H. FULTON.
Hongkong, Oct. 16, 1913. 1257

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

SCIENTIFIC SESSION.

A PAPER will be read at the INSTITUTE, on Tuesday, the 21st. inst., at 9.00 p.m., by J. S. GARDEN, Esq. (Member) on "OIL FUEL for MARINE BOILERS."

Chairman: J. McCUBBIN, Esq.
PRESIDENT.
Hongkong, Oct. 16, 1913. 1258

PUBLIC AUCTION.

THE Undersigned have received instructions from M. W. SLADE, Esq., to sell by Public Auction,

on

THURSDAY,

the 23rd October, 1913, at 2.30 p.m., at Lewkun, No. 116, The Peak,

A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,
&c., &c., &c.
consisting of:—

Tapestry covered Arm-chairs and Chesterfield Sofa, Extension Dining Table, and Teakwood Dining Room Chairs, Teakwood Wardrobes, Dressing Table, and Marble-top Washstands, Toilet Sets, Shanghai Matting, Kitchen Utensils and Cooking Stove.

Also

1 Piano etc., in Pots.

On view in the morning of the 22nd.

TERMS:—Cash.

—HUGHES & HOUGH,
Auctioneers.
Hongkong, October 16, 1913. 1259

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on

SATURDAY,

the 18th October, 1913, Commencing at 12 o'clock (noon),
at his Sales Rooms,
DUDDELL STREET.—

A Consignment of ENGLISH BROWN and BLACK SHOES
for LADIES and GENTS.

On view now.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, Oct. 16, 1913. 1261

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

WEDNESDAY,

the 22nd October, 1913, commencing at 5.30 p.m. at Ah King's Shipway, Wanchai

1 NEW SAILING BOAT
(CHINESE RIGGED)
Length 28' Breadth 7' Depth 3'

For further particulars, and view of plan apply to

GEO. P. LAMMERT,
Auctioneer.
Hongkong, Oct. 16, 1913. 1262

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction,

on

THURSDAY,

the 30th October, 1913, commencing at 11 A.M. at No. 1 Reclamation Street, Yaumati.

A QUANTITY OF MACHINERY, etc.
Comprising:—

Clyde donkey feed pump with cylinders 5" x 9" diameter and stroke 8".
2 4½" Centrifugal pumps and engines.
2 Steam Winclasses (complete) cylinders.
Iron Castings for 2 steam windlasses.
1 Vertical Single crank Tandem engine.
1 Horizontal steam engine with reversing gear and fly wheel, cylinder 5".
1 Vertical boiler 5' diameter and 10' height with feed pump.
1 Horizontal tubular boiler 5' 6" diameter and length.
2 Double geared capstans.

Also

1 Set 2 ton chain blocks, shafting, old cylinders, old iron, etc.

And

To be sold at a later date if not sold by private treaty in the meanwhile.

And

1 Set vertical marine engines with 3" cylinders of 15", 24" and 40" diameters, with condenser and pumps complete. Also 3 bilge directing boxes, 1 reducing and 2 discharge valves, 1 set double safety valves, 1 steam distributing valve chest with valves, 1 main injection valve, etc. used with above engine.

On view now.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, Oct. 16, 1913. 1260

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship
PRINZ SIGISMUND,
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the godowns and/or extra godowns Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns. Whence delivery may be obtained.

Optional Cargo will be forwarded as instructions are received from the Consignees before noon to-day requesting it to be sent on here.

No claims will be admitted after the goods have left the Godowns, and no goods remaining undelivered after the 23rd of October will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns when they will be examined on the 23rd of October, at 9.30 a.m.

All claims must reach us before the 30th of October, 1913, or they will not be admitted.

All Insurances will be effected Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
General Agents.
Hongkong, Oct. 16, 1913. 1263

RED RASH ON FACE ITCHED AND BURNED

Face Covered With White-headed Pimples. Caused Much Pain. Used Cuticura Soap and Ointment. Within Few Days Face Clear.



22, Mildmay St., Plymouth, Eng.—"The first sign of my skin trouble was a lot of red rash which came out on my face and at night would itch and burn and I was bound to scratch the places, and after a little while my face was covered with white-headed pimples which caused me much pain at night. This lasted two or three months. All this time I had been trying different remedies which did not take much effect and so I thought I would try some Cuticura Soap and Ointment which I did and after a few weeks nearly all the pimples were gone, the burning and itching was stopped, and within a few days my face was clear. I still use Cuticura Soap and have not had any signs of any more pimples yet, and I give all the praise to Cuticura." (Signed) F. Winnicott, Apr. 10, 1912.

Cuticura Soap is best for skin and hair because of its extreme purity, delicate yet effective emollient properties and refreshing fragrance. It wears to a wafer and gives comfort and satisfaction every moment of its use, for toilet, bath and nursery. Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London: R. Towns & Co., Sydney, N. S. W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., Boston, U. S. A.

☞ Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

SHIPPING

ARRIVALS.

October 15.

Kathe, German str., 1,209, P. Christiansen, Swatow Oct. 12, Coals—JEBSEN & Co.

Koerber, Austrian str., 3,136, C. Zamara, Shanghai October 12, General.—SANDER, WIELER & Co.

Telemachus, British steamer, 1,340, A. Fraser, Saigon Oct. 11, Rice and General.—CHINESE.

October 16.

Haiching, British steamer, 1,267, W. C. Passmore, Swatow Oct. 15, General.—DOUGLAS STEAMSHIP Co., LD.

Kawachi Maru, Japanese str., 3,821, A. Christiansen, Kobe, via Moji and Shanghai Oct. 7, General.—NIPPON YUSEN KAISHA.

Yushun, Chinese steamer 1,079, A. B. Bains, Tientsin via Chefoo Oct. 11, General.—C. M. S. N. Co.

Clara Jebsen, German steamer, 1,103, S. Bendixen, Bangkok October 8, Rice.—CHINESE.

Prinz Sigismund, German str., 1,844, D. Lenz, Sydney Sept. 20, and Manila Oct. 13, General.—MELCHERS & Co.

Anhui, British str., from Canton.

DEPARTURES.

October 16.

Gneisenau, for Singapore and Hamburg.
Liberia, for Singapore and Hamburg.
Courrie, for Balik Pappan.
Kirin Maru, for Shanghai and Yokohama.
Nile, for Singapore and London.
Tamor, for Bangkok.
Kleist, for Shanghai and Yokohama.
Hongkong, for Hoihow and Haiphong.
Cheeran, for Canton.
Lockun, for Swatow and Singapore.
Koerber, for Singapore and Trieste.
Anhui, for Shanghai.

CLEARED.

Cathay, for Takao and Yokohama.
Hankushima Maru, for Freemantle.
Kawachi Maru, for Singapore & Bombay.
Mathilde, for Hoihow and Haiphong.
Fuusang, for Hoihow and Haiphong.

PASSENGERS.

ARRIVED.

Per *Haiching*, from Swatow, Sir William and Lady Rees Davies.

Per *Prinz Sigismund*, for Hongkong: from Sydney, Mr and Mrs G. S. Hope, Mrs Gathemann and child, Mr John Mackel, Mr B. B. Chapman; from Fred. Wilhelmshafen, Dr A. Roesicke, Dr Th. J. Bürgers, Dr W. Behrman, Mr Stolle, Mr A. Vehring, Miss L. Schoeters; from Angaur, Mr S. Hibi; from Manila, Mr and Mrs A. C. Buchta, Father Lefevre, Messrs G. E. Carruthers, L. P. Hargis, H. M. Gordon, M. Naumann, B. L. Vickins and G. S. Bogan.

DEPARTED.

Per *Nile*, from Hongkong: for Colombo, Mr and Mrs C. Skerrett-Rogers; for Brindisi, Mr C. W. Lasher; for London, Mrs R. Stewar and family, Miss M. A. Lee, Miss M. Palmer, Mr W. A. Godden.

Per *Rubi*, for Manila, Mr and Mrs E. S. Brown and 2 children, Mr and Mrs I. B. Dexter, Capt. T. Chuirs, Rev. R. Michielsens, Rev P. Slangen, Rev. Timmermans, Mr B. Rochiram, Mr Fred. Evans, Mrs Fujita, Rev. C. Desmet; for Iloilo, Master E. Weill.

EXCHANGE.

Hongkong, October 16, 1913.

On London—	
Bank Wire	2/-
,, On demand	2/- 1/16
,, 30 days' sight	2/- 1/16
,, 4 months' sight	2/- 1/16
Credits, 4 months' sight	2/- 1/16
Documentary, 4 months' sight	2/- 1/16
On Paris—	
On demand	253½
Credits, 4 months' sight	258½
On Berlin—	
On demand	205
On New York—	
On demand	488
Credit, 60 days sight	493
On Bombay—	
Wire	149
On demand	149½
On Calcutta—	
Wire	149
On demand	149½
On Singapore—	
On demand	85½
On Manila—	
On demand	98½
On Shanghai—	
On demand	72½
30 days' sight, (private paper)	73½
On Yokohama—	
On demand	97½
Gold Leaf (per tael)	85 00
Silver (per tael)	85 05
Silver (per oz.)	27½
Silver at Hongkong	98½ prem.
Chinese Copper Cash	8 ⅞ dis.
Chinese Copper Cash (Native Interest)	8½
Chinese Sub-Coin	8 ⅞ dis.
Hongkong Sub-Coin	8 ⅞ dis.

WEATHER REPORT.

On the 16th at 11.45 p.m.—The depression which was to the south-east of Naha yesterday deepened considerably and moved rapidly to the Bonins.

The typhoon to the east of the Ballingtang channel has moved away in an east north-easterly direction.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: N. winds, fresh to moderate; fine.

2.—Formosa Channel: Northerly gale.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

POST OFFICE NOTICES.

The American Mail ex Nile was received here yesterday per Empress of Japan.

The s.s. Emesus with the Mails from London (via Siberia) of Wednesday and Saturday, the 24th and 27th ult., is due to arrive here on Sunday, the 19th inst.

Mails will close for:—

HOIHOW, PAKHOI & HAIPHONG.
Per *Mathilde*, at 9 a.m., on Friday, the 17th Oct.

SWATOW, AMOY & FOOCHOW.
Per *Haiching*, at 10 a.m., on Friday, the 17th Oct.

JAPAN Via KOBE.
Per *Prinz Sigismund*, at 10 a.m., on Friday, the 17th Oct.

SAMARANG & SOURABAYA.
Per *Childar*, at 3 p.m., on Friday, the 17th Oct.

JAPAN Via YOKOHAMA.
Per *Loval*, at 5 p.m., on Friday, the 17th Oct.

SHANGHAI, NORTH CHINA, JAPAN Via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICAN and CANADA Via SAN FRANCISCO.
(Europe via Siberia.)
Per *Chiyo Maru*, on Friday, the 17th Oct.
Printed Matter and Samples at 10 a.m.
Registration at 10.15 a.m.
(Registration, with late fee of 10 cents up to 10.45 a.m.)
Registration, Kowloon B.O. 9.30 a.m.
Letters at 11 a.m.

SHARE LIST.—QUOTATIONS.

OCTOBER 16, 1913.

Stocks	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.	Return on basis of last dividend.
BANKS.					
Hongkong & Shanghai Bank Corp.	130,000	$125	all	$790, sellers; L'don, £79	5⅛ o/o
MARINE INSURANCES.					
Canton Insurance Office Co., Ld.	10,000	$250	$50	$345, buyers	6 o/o
North-China Insurance Co., Ld.	10,000	£15	£6	Tls. 137½	
Union Insurance Society, Ld.	12,000	$250	$100	$786, buyers	6⅛ o/o
Yangtsze Insurance Assoc., Ld.	12,000	$100	$60	$195, @ ex 7%	
FIRE INSURANCES.					
China Fire Insurance Co., Ld.	20,000	$100	$20	$153, buyers	6⅔ o/o
Hongkong Fire Insur. Co., Ld.	8,000	$250	$50	$370, buyers	7½ o/o
DOCKS, ETC.					
H'kong & W'poa Dock Co., Ld.	60,000	$50	all	$78, buyers	3 o/o
New Amoy Dock Co., Ltd.	10,000	£5	all	$8½, sellers	7½ o/o
Shanghai Dock & Eng. Co., Ld.	58,700	Tls. 100	all	Tls. 56 buyers	
STEAMBOATS, TUGS, ETC.					
China and Manila S.S. Co., Ld.	80,000	$25	all	$8, sellers	
Douglas Steamship Co., Limited	20,000	$50	all	$33 sellers	5 o/o
H.K., C. & M. S. B. Co., Ld.	60,000	$15	all	$28½, by'rs	7½ o/o
Indo-China S. N. Co., Ltd.	60,000 / 60,000	£5	£3	$88, sellers	L'don. £8.5/-
Star Ferry Company, Ld.	30,000	$10	all	$67½, by'rs	3⅓ o/o
Shell Trans. & Trad. Co., Ld.	2,500,000	£1	all	99/6 sellers	6 o/o
Shanghai Tug & Lighter Co., Ld.	20,000	Tls. 25	all	Tls. 22	
do Preferences	10,000	Tls. 50	all	Tls. 45	
REFINERIES.					
China Sugar Company, Limited	20,000	$100	all	$96, sellers	3 o/o
Luzon Sugar Company, Limited	7,000	$100	all	$35 sellers	
WHARVES.					
H.K. & K. Wharf & Godown Co.	50,000	50	all	$39 buyers	5 o/o
Shanghai & Hangkew Wharf Co.	66,000	Tls. 100	all	Tls. 109	
LAND AND BUILDINGS.					
Hongkong Land Investment & Agency Company, Limited	50,000	$100	all	$113, sellers	5⅛ o/o
Hongkong Land Reclamation Co. Ld.	25,000	$100	$75	$200	
S'hai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls. 82	
Kowloon Land & Building Co.	6,000	$50	$30	$46	7 o/o
Wei-hai-wei Land & Building Co.	3,674	Tls. 20	all	Tls. 4½	
Humphreys Estate & Finance Co.	150,000	$15	all	$9½, sellers	5½ o/o
West Point Building Co., Ld.	12,500	$50	all	$73, sellers	5½ o/o
TRAMWAYS.					
The Peak Tramways Co., Ld.	25,000	$10	all	$10½	7⅓ o/o
	30,000	$10	$1	90 cts.	
MINING.					
Chinese Engin. Mining Co., Ld.	1,000,000	£	all	32/6	
Tronoh Mines, Limited	180,000	1	all	50/-	
Heawood Tin & Rub. Estate, Ld.	£32,000	2/-	all	2/6	
Bank Am. Gold Mining Co., Ld.	200,000	£1	all	$3½, sales	
HOTELS, ETC.					
Hongkong Hotel Company, Ld.	12,000 / 8,205	$10	all / $30	$125 / $90	6 o/o
Manila Metropole Hotel, Ld.	15,000	Pes. 10	all	P8½ sellers	
Astor House H. Co., Ld. (S'hai)	20,000	$25	all	$3½	
DISPENSARIES.					
A. S. Watson & Co., Limited	20,000	$10	all	$8	
LIGHTING.					
Shanghai Gas Company, Limited	24,000	Tls. 50	all	Tls. 68	
Hongkong Electric Co., Limited	20,000	$10	all	$43½, sales	4 o/o
MISCELLANEOUS.					
Green Island Cement Co., Ld.	400,000	$10	all	$6½, sales	
Union Waterboat Co., Limited	50,000	$10	all	$17½, by'rs	5⅓ o/o
Hongkong Dairy Farm Co.	40,000	$7½	$6	$27 ex div.	5 o/o
Hongkong Ice Company, Limited	5,000	$25	all	$160, sellers	5⅓ o/o
Shanghai Waterworks Co., Ld.	16,250	£20	all	Tls. 327½	
H.K. Rope Manufactory Co., Ld.	60,000	$10	all	$23	9⅓ o/o
H.K. & S. C. S. Fisheries Co., Ld.	15,000	$10	all	$2	
H'kong Cotton Spinning Co., Ld.	125,000	$10	all	$9, sellers	
Ewo Cotton Spinning and Weaving Co., Limited	20,000	Tls. 50	all	Tls. 142 buyers	
Maatschappij tot Mijn. Bedrijven Landbouwexploitatie in Langkat	250,000	G. 25	all	Tls. 34, sellers	
China Provident Loan Mortgage Co., Limited	200,000	$10	all	$9, sellers	7⅓ o/o
China Borneo Company, Limited	60,000	$10	all	$9½	8⅓ o/o
Campbell, Moore & Co., Limited	1,200	$10	all	$20	
Wm. Powell, Limited	15,000	$7	all	$10, sellers	4 o/o
South China Morning Post	5,000	$25	all	$22	
China Light & Power Company	50,000 / 30,000	$5 / $1	all / all	$4, sellers	
Sasoon Laundry Co., Limited	20,000	$5	all	$4, sellers	
Watsonsana, Limited	8,000	$10	all	$31	
Sociedade dos Pulpos et Papeis de Tomiis	12,500	$50	all	$20, sellers	
H'kong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	4,3 sellers	
CIGAR COMPANIES.					
Philippine Co., Limited	12,000	$10	all	$5	
Para Rubber in London	per	lb.,	—	3/1	

Loans	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1898	£1,767,000	£94 7	2½ p. annum	Par.

VERNON and SMITH, *Share Brokers.*

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